

AMERICAN RAILROAD JOURNAL,

AND

[IRON MANUFACTURER'S AND MINING GAZETTE.]

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PUBLISHED AT 105 CHESTNUT ST. PHILADELPHIA.

Saturday, August 12, 1848.

Railway Traffic.

"From our official returns," says the Chronicle, "it appears that the amount of traffic for the last week, on 3,807 miles of railway, was £196,954, thus accounted for: £104,143 for the conveyance of passengers only, £46,836 for the carriage of goods, and a remainder of £45,975 for passengers and goods together, not respectively apportioned; being an increase of £30,843 over the corresponding week of last year, when the mileage was 3,016. The average earnings per mile were £52 while in 1847 they were £55."

The amount taken in Whitsun week was £194,693, giving £61 per mile.

Lexington and New Madrid Railroad.

A spirited railroad meeting was recently held at Warsaw, Ill., to consider the matter of constructing a railroad "from New Madrid, or some point near that place, to Lexington, or some point on the Mississippi river, by way of Warsaw, to Lexington on the Missouri river." Resolutions were unanimously adopted, setting forth the advantages of making the road, and evincing a determination to engage in the work at an early day, and with vigor. The proposed route, it was observed, would run through a portion of the most fertile land in the United States, also through the finest mineral region known in the world—a region combining the facilities of great water power with the advantages of timber in abundance. The work was adjudged to be "of immense importance to the people, in opening up to them a fine southern market at all seasons of the year, thereby inviting and increasing emigration to the State, and greatly augmenting the wealth, population and pros-

perity of the people, in giving a new and powerful impulse to the agricultural, mechanical, commercial and manufacturing interests of the people."

Northern Railroad.

The report of the directors of this railroad, says the Ogdensburg Sentinel, is an ourtable. It presents a very cheering account of the affairs of the company, which is highly creditable to the energy, and business talent and integrity of those to whose hands the conduct of this important work has been entrusted.

The survey of the route and the location of the road has been completed to within four miles of the eastern terminus at Rouse's point. The final location is "deferred only to admit of the exercise of every precaution in concluding negotiations for grounds and privileges so important to the company there."

At the meeting in October last, contracts were entered into for grading the whole line, to be completed ready for the superstructure, in July, 1849. One thousand men are now employed on the westerly half, and the number is about being further largely increased. Thirty miles of the road next to the lake are to be ready for the superstructure by October next.

Nearly all the lands necessary for roadway, for a distance of 114 miles, of sufficient width for a double track, have been secured to the amount of 1,206 9-1000 acres, at an estimated cost of \$9,491 98.

At this place an area of 63 acres has been purchased, promising a terminus of an ultimate water-front of 4,000 feet, accessible the entire distance to any vessel navigating the western lakes.

Col. Schlatter has been employed as chief engineer. Two assessments, amounting to 20 per cent. of the stock, have been laid, and the payments have generally been promptly met. Some have delayed on account of local difficulties, but those are wearing off, and the directors seem confident that no serious difficulty will result from this cause.

The friends of the road have abundant reasons to be gratified at the position of its affairs. The spirit of internal improvement is abroad in Canada, and the construction of this road is made the rallying point of the friends of a road from Prescott to Bytown. A meeting was held at Prescott a few days since for the purpose of promoting this object, and we understand some vigorous measures adopted for its prosecution. Success attend them.

Talladega Iron.

We noticed recently, says the Alabama Flag and Advertiser, some wagons loaded with iron, which evidently were from some part of the State above us. On inquiring, we found that they were three wagons loaded with iron from Talladega, brought down to this market. We are glad to see a new branch of trade opening for this city. Enough of iron to supply the Union can be procured from the Talladega mines, iron equal to any in the world, and far superior to most of the iron brought to this market. That we should purchase iron from Sweden, England or Pennsylvania, when there are inexhaustible mines of that metal in our own State, would seem to imply some deficiency on our part, either in enterprise, industry or some other quality.

Further Effects of Light in Dark Places upon the Camden and Amboy Railroad Co.

Your notice of "the effects of light in dark places," was well calculated to animate your readers to exertion in the great cause of free trade versus monopoly, by showing them how much has already been accomplished, notwithstanding the boasted strength of the Camden and Amboy railroad company. Rely upon it, when the day of trial shall come, as *come it soon will*, it will be found as weak as Louis Philippe proved to be on his day of trial. With very slight exertion, the whole edifice upon whose construction the sovereign of France had spent nearly eighteen years, was toppled over. So will it be here. The kings of New Jersey have also been eighteen years at work. *Their 24th of February* has not yet arrived, but it is at hand.

That such is the case, every day affords new evidence. They have found themselves compelled to make an "Address" to the people of New Jersey, the weakness of which is obvious to all, and the fallacy of which can, and will, be proved to all. Another evidence may be found in the new organization of the peach trade, by which the managers have heretofore so largely profited. Instead of shutting out the peaches of all the rest of the State, for the benefit of their own orchards, by demands for freight equivalent to taxes of twenty, or forty, dollars per acre, they now find themselves compelled to carry them at eight cents per ton per mile, although even that is equivalent to ten dollars an acre, and is at least double what they would be carried for under a system of free competition.

Thus far the system has been managed by means of bribery and corruption on an immense scale, but

each step in the course of improvement now adopted tends to diminish largely the means, and the power, of corruption.

No merchant will now pay more than the legal toll upon his merchandise, which is 32 cents per 100 pounds. The excess last year, supposing the average charge to have been 50 cents, must have been almost \$150,000—but even at an average of 45 cts., it must have been above \$100,000.

The new three dollar line, and the facility now afforded for travelling with way tickets for \$2 75, will reduce the receipts of the Trenton railroad, the property of the managers, at least \$100,000.

The necessity that is now imposed for pursuing a new course with the earnings of the numerous steamboats employed in the transportation of merchandise and the towage of coal, will make another and larger reduction in the corruption fund.

Again: the competition that will now arise in the sale of peaches, will largely reduce the profits derived from this source by the managers, who are understood to have made very large preparations for the present season. Judging from the tolls paid at Hightstown and the Sand Hills, the quantity sent by them to the northern markets, must have been 60 or 70 thousand baskets, and a reduction of fifty cents, resulting from the facility now to be enjoyed by other people, of reaching those markets with their peaches in company with those raised by the managers, is not improbable. Here would be a loss of thirty or forty thousand dollars.

While the power of corruption is thus being reduced, the power of intimidation is likely also to be diminished. The quantity of merchandise sent by canal and railroad last year, at illegal rates, must have exceeded 50,000 tons. Each receipt for that merchandise subjects the managers to a penalty of \$100. Admitting each to have covered even a ton, we should have 50,000 penalties, amounting to five millions. If the average quantity covered by a receipt was half a ton, and it is probable that it did not even reach a quarter, the amount of penalties to which they are liable is at least ten millions. Add to this the overcharges of six years, amounting probably to \$600,000, and the costs of suit, and you will obtain an amount that is fearful. It is obvious that men with such liabilities hanging over them are not much to be feared, and as much of their power is based upon fear, that power must be greatly diminished.

Seeing all these things, it is obvious that the time has come when a vigorous effort should be made to throw off the burden that has been imposed upon New Jersey, and upon the Union, for the benefit of these managers, and equally obvious that such an effort would be successful. To produce it, nothing is necessary but that the press of New York and Philadelphia should be opened, and that may easily be done.

It should be done, for of all the questions before the people of those cities, there is none more important to their interests than that which relates to the advantages or disadvantages likely to result from the removal of the existing restrictions on their trade. There are some persons in Philadelphia, who think that city would be injured by a reduction of fare, and an increase of the facilities of intercourse. If such really be the fact, it is obvious that an increase of price, and a diminution in the facilities of intercourse, would be advantageous. It is possible that they are right, and therefore it is that I would wish to see the press of both cities opened to the discussion of the question, whether the price should be raised to five dollars, or reduced to one and a half

dollars—whether the time should be reduced to three hours, or increased to seven or eight—whether the present poor engines should be replaced by those which are better or worse—whether it would be better to have such as break down twice in a fortnight, or twice in a week—to have slow steamboats or fast ones—to have ferry boats that should carry men and women, and sheep, and hogs, and jackasses, together, or separately—to have safe bridges, or unsafe ones, etc., etc., etc. The question having been once fairly discussed, if it should be found that the weight of argument was in favor of worse roads, poorer engines, more dilapidated bridges, longer time, and higher prices, than at present, we might safely assume judging from the past, that the company would most readily gratify the public desire. If, on the contrary, it should be proved that the general view was in favor of better roads, better engines, safer bridges, shorter time, and lower prices, we might as safely assume that the company would not grant them, and that the two cities would be compelled to make an effort, and a decided one, to replace their present hard and insolent task-masters by two or three good servants.

The process of opening the press is a very simple one. Let ten respectable merchants sign their names to a paper, pledging themselves neither to subscribe for, nor advertise in, any newspaper that will not permit the use of its columns for a temperate discussion of the advantages and disadvantages of the existing system, and the work will be done. Every merchant, every manufacturer, every grocer, every shopkeeper, and every property holder, will gladly unite in the measure, and the list will swell to thousands. Every man would desire to understand the question, and to have the privilege of deciding upon it for himself.

To the newspaper editors such a measure would be in the highest degree acceptable. All of them would desire to feel perfect freedom to do what they know to be right. There is not one of them that does not know that the advertising of half a dozen independent boats running up the river, and three or four companies running lines through to New York, and all courting business by aid of low prices, instead of driving it from them by high ones, would be six times more valuable than the dull and lifeless business of a monopoly: not one of them that does not know that if the number of persons passing through the city were doubled, or trebled, he would sell more papers, and have more advertisements—and that therefore their interest lies on the side of anti-monopoly. All of them would gladly open their columns, if they felt they could do so without loss, and all of them would unite in thanking the ten men who should first put their hands to such a paper.

Let it, then, be done. Let such a paper be prepared, and let it be well signed. The press will then be opened to the discussion, and the people of New Jersey, extensively readers of city papers, will be enabled to understand the question. They will then be enabled to see that they are the most heavily taxed people of the Union: that they are the slaves of hard task-masters, who rule the State by bribery and corruption: and then they will be seen putting their own shoulders to the wheel, and asserting their right to make for themselves roads to market, by which they and their produce may reach that market without the necessity for paying three four or five times as much as is paid by the people of other States, less advantageously situated than themselves. Let the merchants of both cities remember that Hercules helps him that helps himself.

A CITIZEN OF BURLINGTON.

Ohio and Indianapolis Railroad.

By a letter from a gentleman in Indiana, we learn that a very liberal charter has been granted for a railroad from Jeffersonville, in Clarke county, opposite Louisville, Ky., in the direction of Indianapolis; and the preliminary surveys have been made as far as Columbus, in Bartholomew county, where it will connect with the Madison and Indianapolis road.—The engineers are now engaged in making the estimates, with the view of putting it under contract this fall.

The writer says, "by our charter we are authorized to construct a railroad from Jeffersonville to any part of the State, and as many branches as the company may deem necessary." With such a charter, it seems to us that it would have been better to have kept more westerly, and have avoided a junction with the Madison and Indianapolis road—as there is ample space, of fertile country, between Jeffersonville and Chicago, from which to draw a rich business to a railroad, and thus avoid a rivalry, as will very likely arise by a junction with the road now constructed from Madison to Indianapolis.

Low Railroad Fare.

Speaking of the practical results of low fares on the railroads of that State, the Charleston Evening News remarks:—

"The great numbers which have visited our city from the Interior of Georgia and South Carolina, within the few days which have elapsed since the reduction of the railroad charges for travel, afford complete proof and illustration of the truth of these remarks. The reduced price of travel has crowded our hotels, filled our shops with retail purchasers, extended the sales of wholesale merchants, while it has correspondingly increased the revenue of the road. Why then should not this policy be continued? enlarging the circle of travel by the temptation of cheapness, and bringing the town and country into more intimate relations of business, of intelligent intercourse and social communication."

The policy indicated by the News is the true one for Charleston, and its tributary roads, to pursue, as will be found out one of these days.

New York and Erie Railroad.

We recently published the address of the directors of this company to its stockholders, setting forth its present condition and future prospects. There appears still to be, as there has long been, a disposition to obstruct the progress of this noble work, by the circulation of reports destitute of truth, thus depressing the stock, and impairing its ability to obtain the means for prosecuting it to an early completion. It is very true, as remarked by Mr. Loder, the president, "it would appear, from the low price at which some of the stock of this company has been recently sold, that the stock bonus of \$3,000,000 has been entirely forgotten, or overlooked." And more especially is it surprising to us that the stock should be depressed, when, in addition to this bonus of three millions, the company pay six per cent. interest upon the amount paid upon the late subscription of \$3,000,000, which makes it an investment—with fair and immediate returns—and which ought, at least, to command par. There is, however, a time coming—and not far distant—when many of those who now blow upon the stock, will find their error, and regret that they had not, when they might have done so to advantage, invested largely in "New York and Erie railroad." Let them complete, and open the road to Elmira, as they will in twelve months, and then we shall see a different aspect—then we shall begin to appreciate the work; but not until it is completed to lake Erie will it be fully ap-

preciated. Then with one hundred and fifty locomotives at work, it will make itself better known, and properly appreciated.

[From the Philadelphia "Commercial List."]
Pennsylvania Coal Trade for 1848.
From the Lehigh Mines.

The amount of coal shipped from the Lehigh mines during the week ending the 1st inst., and since the opening of the navigation, has been as follows:

	This week.	Total this year—tons.
By Lehigh company.....	8,244 14.	116,761 06
By Room Run.....	3,789 18.	60,667 16
By Hazleton.....	3,234 00.	47,229 00
By Beaver Meadow.....	3,175 00.	39,730 14
By Spring Mountain.....	2,741 08.	37,459 03
By Buck Mountain.....	1,252 04.	32,781 11
By Cranberry Mines.....	1,187 00.	5,568 00
White Haven.....	27 10.	3,113 04

Total.....23,651 14. 343,303 14

From the Schuylkill Mines.

The amount of coal forwarded by Reading railroad during the week ending the 3d inst., and since the 1st of January, has been as follows—

	Tons.
From Schuylkill Haven.....	11,256 06
" Pottsville.....	4,610 05
" Port Carbon.....	9,279 02
" Port Clinton.....	3,548 08

Total this week.....28,694 01
 Total this year.....735,618 09

The amount of coal brought to market by the Schuylkill canal during the week ending the 3d inst., and since the opening of the canal, has been as follows:—

	Tons.
From Pottsville and Port Carbon.....	8,848 11
" Schuylkill Haven.....	4,099 09
" Port Clinton.....	000 00

Total this week.....12,948 04
 Total this year.....217,173 06

Recapitulation.—Total Shipments this Season.

By Lehigh companies.....	343,303 14
By Reading railroad.....	735,618 09
By Schuylkill canal.....	217,173 06

Total.....1,491,024 09

Camden and Amboy Railroad.
Its Privileges and its Abuses.

In accordance with our promise, we published in our last number, the Address of the Camden and Amboy Railroad and Delaware and Raritan Canal Company, to the People of New Jersey, without comment, that those to whom it is addressed, and who feel any interest in the matter, may be able to understand the position and assumptions of these powerful companies. We not only gave it entire, without comment of our own, but also excluded a communication from a correspondent, on the subject, that it might have all the influence, upon those to whom it was addressed, which its fathers desired it should have. We did not even allude to its comments upon the "Press," because we deemed them *eminently* just towards many presses, not only in New Jersey, but also in the two large cities at the two ends of the road—not, however, in relation to those few which have spoken out, in this matter, within the last few months, to which they allude—as we desire and intend—if we have any knowledge of our own motives of action—to deal justly towards the company, and the business community, in what we may write, say, or do on the subject.

We shall take an early opportunity to review the address at length, which absence from home, and private affairs, at this time, prevent; but, in order to show how it is viewed by others, who are so unfortunate as to be connected with the "Press"—which ought ever to guard, with vigilance, and fidelity, the

rights of personal liberty, and private property," but which is represented as having been "surrendered to those sinister influences," and of "lending itself to purposes of falsehood and detraction"—we give the following remarks of the New York "Dry Goods Reporter," of last week. The editor says:

The directors of the Delaware and Raritan canal and Camden and Amboy railroad companies, finding, that notwithstanding the silence of the subsidized presses of New Jersey, the public mind has been thoroughly aroused to see the enormous extortions of the monopoly, have felt constrained to attempt a reply and vindication of themselves in pamphlet of thirty pages, addressed to the people of New Jersey. It bears date June, 1848.

The directors say, "the charges which have been made by newspaper writers against the joint companies may be entitled to some notice, not out of respect to those who write, but with regard to the public who read them, and who, having no opportunity to judge of their truth or falsehood, are liable to be innocently misled."

The very exalted contempt for "those who write," which the directors here profess, would carry more force with the public were it not a well known fact that it has always been the settled policy of the companies to show great respect and deference to writers, carrying matters so far as to grant readily the freedom of their road to editors and others wielding a ready pen. And yet it is not strange that these directors should entertain contempt for a class of men who have been so easily and cheaply bought to keep silence as the New Jersey press, when a great and oppressive monopoly was gnawing the vitals of the common prosperity.

We doubt if any other company of the kind in this country ever took so much pains to attach to their interest editors, lawyers, legislators, as the Camden and Amboy company. Scarcely a man who is in a position to enlighten the public mind, or who could be presumed to be inclined to expose the monopoly, but has been complimented with a free ticket. Now when it is known that something like six hundred persons travel without charge on the Amboy company's roads, tho' we may not be surprised at the company's secret contempt for their subsidizing allies, it was not to be expected that they would proclaim that contempt for a class of men so necessary and useful to them.

In view of the fact just referred to, of the subsidizing of the press of New Jersey by the company, there are few readers of their pamphlet who will not smile at the cool impudence of the directors when they say: "The press, too, which ought ever to guard with vigilance and fidelity, the rights of personal liberty and private property—rights, without which society could not exist, and which constitute the vital principle of individual and social progress, is often surrendered to those sinister influences, and lending itself to purposes of falsehood and detraction, forgets its mission, and obscures or banishes from the community, the light it is its proper office to disseminate." We cannot well refrain from asking these gentlemen, who seem

to understand the true mission of the press, and who profess to deplore its perversion, why it is, that through the length and breadth of New Jersey, not a press (with one exception, viz: the Burlington Gazette,) can be found willing to canvass the controversy *pro* and *con*, between the mercantile and travelling public and the Camden and Amboy company? Why does the Jersey press "forget its mission, and obscure or banish from the community the light it is its proper office to disseminate"?

The directors, in the pamphlet before us, complain bitterly and piteously of the hard and unkind treatment they are receiving in return for all their "patriotic," "wise," and "philanthropic" enterprise in constructing their great works, the canal and railroad across New Jersey. They represent the dissatisfaction with them as proceeding from men "who, without industry or enterprise themselves, are ingenious in contriving how to live upon the industry and enterprise of others," as persons who, "having nothing of their own to appropriate, are the busiest of all people in appropriating what belongs to their neighbors. In short, the company has met with nothing but ingratitude and abuse for the most generous and patriotic efforts, and all because a set of unprincipled agitators for speculating purposes, have misled and deceived the public mind!

Now, what are the facts? The company, without any remarkable sagacity, foresaw years ago that the great thoroughfare between New York and Philadelphia offered tempting advantages for a railroad, and with the expectation of making money, they undertook to build it, after securing a charter conferring extraordinary and exclusive advantages. The work completed and in operation, the public find themselves not accommodated as they had a right to expect, and as they are accommodated on other routes.—Complaints are made by several classes, that is, by the travelling public, by the mercantile classes requiring transportation facilities, by the people of the state wishing a market for their produce, and by all classes that desire free competition in road making, and who justly deny the right of any company to monopolise the right of way through the State.

We presume it may be held without offence and without argument, that roads are made for the people, and not the people for roads; and if so, people may speak when not suited, and complain when ill-used. They are not even obliged to inquire how much wisdom, patriotism or philanthropy were concerned in originating an enterprise, if its practical working is oppressive or inefficient.

It is generally found, too, that whenever a road or other public convenience does really confer an advantage at a reasonable price, the public are not slow to discover and acknowledge it. They are not apt to quarrel with their own bread and butter, to use a homely phrase. And the simple fact that for years past, one long, loud and continued complaint against the New Jersey road has been heard from all who have had any business with it, is strong presumptive evidence that there is

something worthy of condemnation. With most of the other lines of travel, both railroad and steamboat, the public are not only satisfied, but they regard them with sentiments of marked favor and high commendation. That it is otherwise with every man who travels on the New Jersey route, is not to be attributed to prejudice or "agitation," but to the more substantial reason that it is in the hands of a grinding monopoly, who give as little as possible to the traveller, and take all they can get.

The directors in their pamphlet claim that the public are bound to be satisfied with the Camden and Amboy railroad company, because they have brought New York and Philadelphia "within the distance of ninety miles of each other," and "enabled the traveller to pass between the two great cities in four and a half hours, instead of twelve, or eighteen, and with infinitely greater comfort," than formerly. The cost they say, is reduced fifty per cent., and the comfort and safety are worth fifty per cent. more. Surely the public ought to be satisfied!

But we beg leave to suggest that this is not the method of estimating our obligations to the company. Common sense people will inquire not how its facilities for travel compare with what was fifty years ago, but how they compare with what other companies at the present day afford to their patrons.

This is the true question, and the public complaint against the Camden and Amboy company is not that they do not run faster and cheaper than the old Jersey wagon of the last century, but that they hold the exclusive right to the route and charge high prices for inferior service and accommodation in comparison with other companies.

We consider the appeal of the New Jersey company, now before us, as a challenge to those who complain, and we shall in a future number inquire into the particular grounds upon which the public dissatisfaction rests.

As indicative of the encouragements which "those who write" have to discuss the question at issue between the public and the company, we re-publish the following from the Miner's Journal.

"Camden and Amboy Railroad.—Power of the Press.—Most of our readers have been aware that, while compelled to pay the enormous fare of four dollars, or four cents and a half a mile, for travelling from Philadelphia to New York, that company carried in the same train, way passengers at little more than half that price. Most of them would, no doubt, gladly have availed themselves of such an opportunity for travelling at moderate cost, had it not been fully understood that the company's agents refused to sell way tickets to through passengers, and that they were accustomed to eject forcibly from the cars all such as refused to comply with their exorbitant demands. All of them will, we doubt not, be glad to be informed that "a change has come over the face of the company's dream," and that there has been a total alteration of the system. In the last number of the American Railroad Journal, it is stated that while the conductors are instructed to continue to

demand full price, and to get it if possible, they are also instructed to take way price, if full price cannot be obtained! The editor informs his readers that, having been advised of the change, he had himself tested the matter, and had proved the correctness of his information—and further, he returns thanks to the conductor for the politeness manifested to him under such circumstances. Such being the case, it seems to have become optional with passengers to pay three times, and pay only \$2 75, or pay once, and pay \$4, and we would therefore recommend to our coal dealing friends, whose business calls them so frequently to New York, to pursue the former course. The change having been thus made public, it cannot be doubted that all travellers will prefer the cheap three ticket system, to the dear through one, and that thus the regular charge will speedily be settled down to that which is as yet the irregular one.

"We regard this improvement in the company's system as a remarkable evidence of the power of the press. It is due to a very few months agitation of the question—and it cannot be doubted that with a little more agitation, this powerful company, and the State of N. Jersey itself, will be brought to terms, and the monopoly will be abolished, after which the rate of fare cannot possibly exceed \$2 50."

Camden and Amboy Railroad.

We have assumed the ground that this company have abused their chartered privileges—enormous, even, as they are—and to give our readers the grounds for our opinions, and reasons for the decided course taken by us in relation to the subject, we have given, in a previous number, copious extracts from their charters, and subsequent laws in relation to them, and now we give a decision by the Supreme Court of New Jersey, in relation to one instance of over-charging for transportation.

If this decision of the Supreme Court shall be sustained—and we cannot see how it can be otherwise—by the Court of Errors, to which the company appealed, there will be many more suits of a similar character, as we understand that the merchants, both in Philadelphia and New York, are looking up and arranging their bills of freight on which they have been over-charged.

We copy the following decision from the Trenton Daily News, of July 20th. It is truly an

IMPORTANT DECISION.

Supreme Court, }

January Term, 1848. }

The Camden and Amboy } R. S. Field and
Railroad and Trans- } S. G. Potts for
portation company, } plaintiff, Wm.
vs. } Halstead and
Peter Briggs. } Vroom for def.

Neivous Justice.—This action was brought by the defendant in certiorari against the plaintiff, to recover a penalty of \$100, under the act to prevent the taking of unlawful toll or fare on canals and railroads, for an alleged violation of law in charging more than they were authorised to charge for the transportation of certain merchandise, from the city of New York to the city of Trenton, by way of South Amboy and Bordentown.

The facts, as agreed upon by the counsel of the respective parties, are these: "On the

trial before the justice, the plaintiff below proved that the defendant, on the 29th of January, 1848, charged Briggs & Bacon, partners, 96 cents for one box, of the weight of 240 pounds, for the transportation of the same from New York, by way of the Camden and Amboy railroad, to Trenton; that the same was transported by the steamboat of the company from New York to South Amboy, a distance of 30 miles, thence in the cars of the company over the company's railroad to Bordentown, a distance of 35 miles, thence over the company's railroad to Trenton, a distance of 6 miles—the whole distance being 71 miles—and that the said transportation was done by and for the benefit of the said company. The bill was paid by the plaintiff to the agent of the company." The Justice gave judgment for the plaintiff below, for the penalty of \$100, with costs. It is agreed by the parties, that if upon the above state of facts, the plaintiff below was entitled to recover, that then the judgment be affirmed, otherwise that it be reversed.

The only question for the consideration and decision of this court is, whether the charge made by the company is greater than the law authorised them to make. The company do not put themselves upon the ground that the charge was made by accident or mistake, or from any miscalculation, but they claim that they had the lawful right to make the charge which they did make. This suit is brought under the act to prevent the taking of unlawful toll or fare on canals and railroads, passed the 12th March, 1839, Revised Stat. 601. This statute imposed a penalty of \$100 on any incorporated company in this State (having by law a right to take) for taking, under any pretence whatever, more than the charge, toll, rates or fare allowed by law.

By the 16th section of the act, incorporating the Camden and Amboy railroad and transportation company, they are authorised to demand and receive tolls for the transportation of every species of property whatsoever thereon, as they shall think reasonable and proper, provided that they shall not charge more than at the rate of eight cents per ton per mile, for the transportation of every species of property. If this power to regulate and charge reasonable toll, with its limitation, extends to the whole distance between New York and Trenton, to wit, 71 miles, then the company have, in the case before us, charged more than by law they were authorised to charge, and have subjected themselves to the penalty under the act of 1839. But the company contend that this section of their charter, limiting the rate of toll to eight cents per ton per mile for transportation, extends only to the transportation on their railroad, which terminates at South Amboy, and that they are not restricted in their charges for transportation by water between South Amboy and New York, or between Bordentown and Trenton, on the Trenton road, and as the charge complained of was a general charge, for the whole distance between New York and Trenton, without specifying what proportion was for the water transportation, and what for the transportation on the Trenton

road, it is not apparent that they have charged more than by their charter they were authorised to do, and that in the absence of proof the legal presumption is, that the excess of their charge over eight cents per mile, was for that part of the distance where they are unrestricted in their rate of charge. Such is the argument of the company, and this presents the question whether their construction of their charter can be sustained. The plaintiffs were incorporated by act of legislature, on the 4th of February, 1830, as a railroad and transportation company, and by their charter were invested "with all powers necessary to perfect an expeditious and complete line of communication from Philadelphia to New York," and it was by their charter made their duty "to provide suitable steam or other vessels at either extremity of their road, for the transportation of passengers and produce from city to city, so that no delay should occur for want thereof." The 16th section then, before alluded to, gives to the company the right to demand and receive reasonable tolls for the transportation of persons and every species of property *whatsoever thereon*—provided that for the latter, such tolls shall not exceed the rate eight cents per ton per mile. The provisions of this section, taken in connection with the general object of the incorporation, and the whole scope of the charter, are by no means ambiguous—the only difficulty (if any there be) in the construction of this section, arises from the word "*thereon*," which the company construe as applicable only to their road, and not to the transportation from South Amboy to New York in their steam or other vessels. But if this construction is right, then the company have no right or power, by virtue of any express provision in their charter, to regulate or to demand and receive reasonable tolls for transporting persons and property in their steam or other vessels. The legislature surely never intended (after requiring the company to complete the whole line of communication between city and city, by means of steam or other vessels) to limit their rights to demand reasonable tolls, on a part *only* of that line—and if the right to demand and receive tolls extends by their charter to the whole distance between city and city, the limitation to that right must be coextensive with the right itself. The word *thereon* cannot therefore, by any fair or legal construction, be confined in its application to the road of the company, but extends and applies to the whole line of communication, between city and city, which the company by their charter were authorised and required to perfect; any other construction would defeat the whole object of the limitation. For if the company have discretionary powers to charge what they please for the transportation of persons and property, between the extremities of their road and the two cities, it would be idle to limit their charges upon their road for the transportation of such persons and property as may be carried by them from city to city. In the construction of a statute all parts of it are to be taken into consideration, and words are to be so construed (if they will bear it

according to the rules of law) as to carry out the manifest intention of the legislature, and the object of the statute. Upon those rules, I think the word *thereon* must be esteemed to apply to the whole line of connection completed by the company, between the cities of Philadelphia and New York, and that the company have no right, under their charter, to charge a higher rate for the transportation of property than eight cents per ton per mile, whether carried in their boats or in their cars.

It is further insisted by the company, that this limitation as to the rate of toll does not extend to the Trenton road, but that they are at liberty to make such charges for the transportation of property on that road as they may see fit, and that therefore the judgment below must be reversed. I cannot find the ground for such an interpretation of the law. By the act of the 15th March, 1837, the united Delaware and Raritan canal, and Camden and Amboy railroad and transportation companies were authorised to make this Trenton road, and by the 2d section of the law, they were declared subject to all "the provisions, conditions, liabilities, limitations and restrictions to which they were then subject," under their several acts of incorporation, "if I am right in my construction of the 16th section of the charter of the railroad company.

It will follow that the limitation in that section applies, and is in express terms extended by the act of 1837 to the Trenton road. I think the judgment of the Justice below should be affirmed with costs.

Railroads in Virginia, & their Connections.

We have received a copy of a letter, written by Lieut. M. F. Maury, U. S. N., to Capt. Dimmock, in relation to the Lynchburg and Tennessee railroad, and its ultimate connections. In this letter the writer assumes that Norfolk is—not only geographically, but also, for various other reasons, such as capacity of harbor, climate, and the natural fertility of surrounding country, etc.—the proper point for "the commercial emporium of these United States." He says, "with one of the best harbors in the world, leading up to its wharves, it is more easy of ingress and egress than any seaport town on the whole Atlantic coast." He says, there "is an immense, rich and fertile country between the Baltimore and Ohio railroad, at Wheeling, where it meets the Ohio river," and the South Carolina and Georgia railroads, at Chattanooga, where they cross the Tennessee river, and the mountain, and that "Richmond and Norfolk is its nearest, best, and most natural thoroughfare to the ocean."

By referring to the map, it will be found that the distance from Wheeling to Chattanooga, by a direct line, is over four hundred miles—or nearly as far as from Norfolk to Cincinnati—and farther than from Albany to Cleveland—between which points there is at present no railroad line across the mountain defined, and in course of construction. There are, however, between these points, two important and feasible routes for crossing the mountains, and reaching the fertile valleys of the western and southwestern States; both of which would find an outlet at Norfolk, shorter and better than at any other point—and it is in relation to one of these routes, the Lynchburg and Tennessee, or more southerly route of the two, that Mr. Maury gives his views, which we insert at length in this number of the Journal.

We are truly obliged to the friend who sent us a

copy of the letter at this early period, as we are always gratified to give publicity to the views of eminent and practical men, on all the great improvements of the age, but more especially in relation to important lines of railroad, to which we feel that we have—almost a right to—amounting certainly to a very strong claim of a priority of publication.

Lieut. Maury says that, "the only opportunity Virginia now has to recover herself, and make up for lost time, is in the vigorous prosecution of this railroad to the Tennessee line." Now we go to the fullest extent, with those who go farthest, in favor of a railroad through the valley of Virginia, in the direction of Tennessee, in order to open a communication with that fertile region. That was one of the main lines laid down by us, on a map, published in 1834; and though it has not, apparently, until recently, attracted much attention, it is, nevertheless, one of the great lines yet to be constructed, and we are gratified to find so able a pen as that of Mr. Maury enlisted in its advocacy—as it is a strong indication that the time is at hand for its commencement. We cannot, however, forget that there is another equally—and possibly, to Virginia more—important route from Lynchburg—we mean the route via Covington, or some other point, to the Ohio river at the mouth of Guyandotte—and thence to Cincinnati.

It will be found that, in a direct line from Lynchburg to Abingdon, on the route to Tennessee, is very nearly as far as from Lynchburg to the Ohio, at Guyandotte. The distance will not vary forty miles by an air line, and when you get to Guyandotte, you have the navigation of the Ohio, and all the western rivers, to connect with; but when at Abingdon, you have still to construct 350 to 400 miles of railroad to reach Nashville direct, or 150 miles to reach Knoxville, there to connect with the Hiwassee road, and by that with the Georgia and the Nashville railroads.

We do not raise this as an objection to the early construction of the Lynchburg and Tennessee line—by no means—but merely to keep in view an equally important line, in favor of which we have battled in years gone by, but which we must not now forget, for any new project, however feasible it may appear.

The distance from Fish creek—the point where the Baltimore and Ohio railroad will probably first approach the Ohio river—to Guyandotte, is about equal to that from Guyandotte to Abingdon—or say to Blountsville, just over the line in Tennessee—or about 125 miles in an air line—which gives each line of road a broad space of country from which to draw its business, even if it should be deemed advisable to make a common trunk line from Lynchburg, to, or near, Christiansburg in Montgomery county—and from thence diverge one line to Abingdon, and Tennessee, and the other to Charleston and Guyandotte, on the Ohio river.

The remarks of Mr. Maury, in relation to the natural advantages, and position of Norfolk, as well as in relation to the depressed and unfortunate position of Virginia, are so truthful, and forcible, that they should be read by every Virginian, at least, and arouse him to action—action—action, in the good cause of resuscitating, and renovating, and advancing their old mother again to her natural relative position in the Union; and we should like to be able to do more than we anticipate in aid of the subject of Mr. Maury's letter—the opening of new arteries through Virginia to the western States, and of breathing new life into Norfolk, by which she may do justice to her favorable position, and her noble harbor.

We shall refer again to this subject soon, and connect this letter with another, by Mr. Maury, published in the National Intelligencer, in relation to a railroad to California.

NATIONAL OBSERVATORY, }

Washington, June 20th, 1848. }

My Dear Sir: I am much obliged for your favor of 17th inst.

You ask for a "few words of encouragement" with regard to the Lynchburg and Tennessee railroad. The Old Dominion, my dear sir, needs no encouragement—she only wants waking up. She has been sleeping over her great natural advantages, while her more watchful neighbors, coveting her resources, have been drawing about her a net work of roads and canals to secure them. They have been pressing upon her so closely, and drawing their links of internal improvement so tightly around her, that she begins now to feel them chafe. She is becoming restless. The healthy circulation of commerce does not flow as freely through her veins as it ought; it has been drawn off into other channels. She feels the oppression, but is hardly conscious of the cause, and it only remains for her sons fully to awaken her, and, like a giant as she is, she will arise refreshed from her slumbers to put forth energy.

That the good old State has slept long and soundly on her natural advantages and internal resources, is too true.

Geographically speaking, NORFOLK IS IN THE POSITION TO BE THE COMMERCIAL EMPORIUM OF THESE UNITED STATES. With one of the best harbors in the world leading up to its wharves, it is more easy of ingress and egress than any seaport town on the whole Atlantic coast. Only see: it is at the mouth of the Chesapeake, which extends its navigable branches into Pennsylvania, Maryland and Virginia. The Chesapeake bay divides Maryland in twain. The Susquehanna is the natural outlet to market of the richest part of Pennsylvania. The Potomac, the Rappahannock, the York and the James—all navigable rivers of great importance—drain lands as rich and as fruitful as ever received seeds from the hands of the sower, or yielded harvests to the labor of the husbandman. These streams take their rise in a back country, which embraces many millions of broad acres, and which is as rich for its mineral, as for its agricultural, resources.

But Norfolk has been disputing with Richmond and Petersburg, and they with her and with each other. With over jealous spirits, your mountain boys and tidewater people have been contending about paltry things, while the citizens of Baltimore and Maryland have been up and doing. Baltimore has been wide awake: she has been true to herself, watching her interests with a sleepless eye. Her public spirit and energy, her canals and railroads, have made her what she is. Her "go ahead" principles have pushed her ahead of Norfolk, despite natural advantages on one hand, and physical obstacles on the other.

That Albany should surpass New York in wealth, that Natchez should out do New

Orleans in the business of commerce, would not be more at variance with the laws of nature, as they regard the course of trade, than is the case which Baltimore presents with regard to Norfolk. The activity, the bustle and business which you see displayed on the wharves at Richmond, belong naturally to Norfolk. But by public spirit, energy and well directed enterprise, Baltimore has got them. Let her enjoy them, they were fairly earned.

The mouth of the Roanoke is shut up, and nearly the whole State of North Carolina is made by nature a tributary in commerce to Norfolk. And where is the internal improvement worth the name, that Norfolk has made? to secure that, or any other of her natural advantages? The Dismal Swamp canal!—On the other hand, see how Maryland and her people have embellished Baltimore. While Richmond, and Petersburg and Norfolk have been bickering about a railroad from the Roanoke, Baltimore and her State, have been pushing a canal to the mountains, to bring down mineral wealth, and have been energetically threading their way by railroads to the Ohio. They mean to push on beyond that river, for more wealth, more resources of commercial prosperity and social happiness. Naturally and by rights, the connection and dependence between Richmond, Petersburg and Norfolk, are as close and as intimate as the umbilical cord. The James river is not more dependent on the Chesapeake bay, nor the bay upon it, than they upon Norfolk and Norfolk upon them.

Baltimore is an inland city, the way to it from the sea passes by Norfolk, and where, in the history of the world, do we find among a commercial people a case parallel to this—a case where the more inland city, with a port more difficult of ingress and egress, with a smaller back country, with inferior commercial facilities and natural advantages, holds the commercial supremacy? During the winter the harbor of Baltimore is frozen up half the time, that of Norfolk never. The Patuxent is almost the only natural tributary to Baltimore.

You may find such cases in Mexico, in S. America, and a few other such countries;—but there, it should be borne in mind, dwell an indolent people. By law, the teamsters are forbid to grease the wheels of their drays, carts and wagons, lest they should fail to creak, and so not wake up the custom house officers.

All the Old Dominion wants now, completely to arouse her, is a little creaking of the press. A few home truths and loud calls from your men of business will make the "old critter" look about and bring her to her senses.

God bless the old State! I would not disparage her for the world; she gave me a birth place, and I owe her people much. My nearest of kin are among them, and where they are, there my heart is.

But while Maryland has been tapping her rich places, and binding this ancient and patriotic old commonwealth with a railroad in the north, Charleston and South Carolina

have not been idle at the south. Ask the forwarding merchants of Richmond, what effect the Chattanooga railroad has had upon their business with western Virginia and eastern Tennessee.

Formerly, the people of Abington, Knoxville and the surrounding country, were supplied with drygoods hauled in wagons from Baltimore, and with groceries brought in like manner from Nashville. Then came the James river improvement, which gave this business to Richmond, via Lynchburg. But more recently, the Chattanooga and Charleston railroad has been opened, and, as I said, go down on the street and ask the forwarding merchants of Richmond now, how many goods they are sending out to that region. They will tell you that the business has vanished. The internal improvements of other States have taken it away from Tennessee.

Between the Baltimore and Ohio, and the Chattanooga and Charleston railroads is an immense rich and fertile region of country. Richmond and Norfolk are its nearest, best and most natural thoroughfares to the ocean. Norfolk is the only town, with the name of seaport, from Baltimore to Charleston. And a railroad to the west, would make all western Virginia, southern Kentucky, north and western North Carolina—Buncombe, too—and east Tennessee, nay, even up to the very banks of the Mississippi, tributary to Lynchburg, to Richmond, Petersburg and Norfolk, each deriving advantage and profit, business and wealth, from the increase of benefits, and prosperity to the rest.

The only opportunity that Virginia now has to recover herself, and make up for lost time, is in the vigorous prosecution of this railroad to the Tennessee line. She will be met there by that steady and thrifty State, who will make haste to run back with it to the Mississippi. Look at the map, and you will see that such a line would divert that immense tide of "through" travel which now ebbs and flows up and down the Mississippi for and from Washington, Baltimore, Philadelphia, and the east. This travel is immense, and is growing daily. It is one of the chief sources of attraction with Baltimore in running a railroad to the Ohio. Besides increasing it, the road will, it is thought, intercept many passengers who now continue on, and reach Philadelphia through the Pennsylvania improvements.

Charleston aims at the same with her railroad. The idea of drawing the "through" travel from the Mississippi to the east, thro' Charleston, has weighed mightily with the friends of that improvement. But, as I said, look at the map, and you will see that the Lynchburg and Tennessee railroad would take all from both.

In the first place, Richmond is almost as near, as Charleston is, to Nashville. The difference by railroad would be only a four or five hours' travel. Where the railroad is to touch the Mississippi is a matter of future consideration. In the course of time, it would touch it at Memphis, and at one or two places higher up, and near the mouth of the Ohio, for instance. Suppose then, for the sake of

illustration, that the Baltimore, Chattanooga, and Lynchburg railroads be all finished; that the last two unite and terminate some where near the mouth of the Ohio, and that a passenger for Philadelphia, or the east, coming up or down the river, or by the new route from China, arrives at this place. What route will he take? Will he take the route up the Ohio, which is too often frozen or dried up, and run the risk of being blown up, or maimed of limb? (I am a cripple for life by attempting that river.) He will be two or three days longer even if the stage of water be good, than he would be by either of the other routes. If he take the Charleston route, he goes through a country where, if the passenger have children with him, he would not like to take them in summer. He will have a disagreeable passage of some sixteen hours by sea, and will only be in Wilmington, N. Carolina, when, by the Lynchburg route, he might be in Baltimore. Say then, which route would be the great thoroughfare between the east and the west, the Atlantic and the Pacific oceans? Certainly the most direct and the quickest: and that would be the Lynchburg route.

There is no railroad of equal length that has ever been projected in the United States, which would command as much "through" travel as this would. There are others which have more "way" travel. But what I mean to say is, that no railroad has ever offered better prospects than this, of a large amount of through travel.

If Virginia do not set about this work at once and in good earnest, it will be too late. The Chattanooga railroad will soon make itself felt in east Tennessee. The people will be getting up their little branch railroads, their turnpikes and slackwater improvements to it. Their interests will then be permanently in that direction, and they will permit no rivalry from this quarter.

In time—it may be ten, fifteen or twenty years, certainly not more—you will see a railroad from the Mississippi river to California in process of construction. It is told that it is practicable to bridge the Mississippi river 50 or 60 miles above the Ohio, at a place called the "Grand Tower." I think, where there are bluff banks on either side, and a high rock in the middle. Some of the most distinguished statesmen in the land are ready to advocate the building of this bridge and a railroad thence to California; and of then saying in "Uncle Sam's" name, to the States and the people of the States, "here is a free bridge leading to a magnificent railroad for the Pacific, get to it as best you may." Now it so happens that the "Grand Tower" is on a direct great circle line from Norfolk to California, as you will see by drawing a string tightly between the two places on a globe.

Norfolk may, and San Francisco will—one the best port on the Atlantic, the other the best port on the Pacific, and both as good as any in the world—be the termini of this great thoroughfare. Should not the "Mother of Statesmen," if she wish to preserve the glorious distinction, be in readiness to strike for

the prize; the glory and the grandeur, and the wealth that are to flow to the State which shall own the eastern terminus of such a thoroughfare, are of themselves surely enough to tempt Virginia into the lists.

It is impossible to calculate the importance or the value, neither can one rightly estimate the effects and bearings, of such a work.—The world has never seen anything like unto it before, but never before has the world tempted the energy, skill and enterprise of man with such dazzling promises.

But travel from sea to sea, and from ocean to valley, is not the only inducement for the Lynchburg and Tennessee road. Much of the country through which it has to pass has locked up in it exceeding great riches. Lead, iron, coal, gypsum and salt, the most valuable minerals that man can dig out of the bowels of the earth, abound by the wayside. The soil produces the finest of wheat, but the farmer is shut out from market.

Travelling through that country eighteen years ago, I stopped at the house of a very intelligent gentleman near Abington. He was lamenting his remoteness from market, and complaining that there seemed to be no prospect of ever getting an internal improvement to reach so far. Everything but money was plentiful throughout that entire region. Nothing but a few more of the "roots of evil" seemed wanting, to leave the people without a desire. No one would buy even wheat, barley, oats, fatted calves, bullocks, he-goats, or rams, all had enough of these and to spare. And the way to market was this: to convert the surplus bread into surplus meat; to keep it on its legs; and to drive it off over mountain ranges as far as S. Carolina and Georgia, for a market.

It is by no means extravagant to say that, within 10 years after this road shall have been in operation, the price of the land within 50 miles on either side of it throughout that pent up region, will be enhanced two, if not three, fold over and above its present rate.

Railroads are like ocean steamers, they create commerce. You recollect when the Sirius and Great Western first arrived at N. York, every body said, "the packet ships are done for now." "They will be run off the waters and sold as whalers." But what has been the actual result? Why the packet ships have been increasing in numbers and size ever since. And so far from interfering with them, the steamers have increased their business, and have created a steam commerce, so to speak, for themselves. So, too, is it with railroads, with regard to travel and many articles of commerce.

There is no sectional interest of the State in this railroad. An improvement in the direction proposed is the only thing that can recover to Virginia those natural advantages that by some means or other have slipped through her hands. If she do not wake up now, it is better that she should sleep on.—Eastern and western Virginia, tidewater and mountain people, all have equally a stake in the hedge. They seem sometimes to forget this fact. Impress it upon them.

To see how Virginia has slept, consider

what the New England States, New York, Pennsylvania and Maryland have been doing in the way of internal improvements. There is an inhospitable climate. New York digs a canal, and it is frozen up for four or five months every year. Massachusetts makes a railroad, and it is banked up with snow.

Let us suppose that the spirit of internal improvement had never been rife in the land. That from Maine to Georgia, there was neither railroad, canal nor slackwater improvements. Suppose, moreover, that the people throughout this whole region were equally rich or poor, industrious, intelligent, enterprising and patriotic, and that they were all just now to commence with a wholesome system of internal improvements.

Now take the map and see how nature has dealt by these several sections. To which has she given most? and where does she show the best site for the city to be—the emporium of trade, wealth and grandeur on the Atlantic coast. Let us follow the man who is in search of the state and city with the greatest amount of natural advantages and resources.

Boston, he would say, has a good harbor, when it is not frozen, but as for back country, he continues, I find the granite hills of New England, and a soil that does not yield dry bread enough for its people. Boston then is certainly not to be the Athens of this republic.

Next he comes to New York: her natural resources are along the shores of the sound and the banks of the Hudson, a small stream in commarison, running, without a navigable tributary, between hills and valleys, through a narrow range of back country which, tho' more productive than that of New England, still does not yield enough wheat for home use. Conclusion: this, therefore, can never be the commercial emporium of these United States—the London of America.

He passes on to Philadelphia; it is situated at the head of a beautiful bay, rather difficult though of access to and from the ocean. It is at the junction of two streamlets; which, though they drain the best back country that I have seen yet, are not, he would say, navigable for more than a furlong. Besides it is too near the magnificent bay just to the south of it, ever to be more than a second rate place among the commercial cities of the Union.

So he might review Baltimore, and, after giving it at most the back country that is drained by the Susquehanna, he would pass on to Norfolk. And, with raptures, here, he would exclaim, is the place, where are to centre the commercial wealth, power and greatness of this vast Atlantic slope. Here, exactly midway the Atlantic coast, is the finest harbor, the largest rivers, the largest State, the widest and deepest back country, the best climate and the kindest soil. The renowned valley of the Genesee is but a truck patch to this region. A canal from the inland tributaries of the Chesapeake will bring the waters of lake Erie down to Norfolk, before N. York can touch it. The head waters of the Susquehanna are much nearer than those

of the Hudson to lake Erie. A railroad through Tennessee to the Mississippi with arms reaching north and south, will bring travel to Virginia, such as the world has not seen.

Nature has been niggardly to North Carolina in harbors for commerce. The best part of that state is naturally a tributary to Virginia; herefore, whenever the Old Dominion shall say the word, and with energy suit the action, the old North State will pass through her toll gates.

Virginia, geographically speaking, was in much better position than New York to command the lake trade. The Chesapeake bay affords the most ready outlet to a back country equal in extent to one third of the entire Atlantic slope. Norfolk is the doorway for all this trade, and therefore it is that I said geographically speaking, Norfolk is the commercial emporium of the United States. But enterprise on one hand, and on the other, local, sectional and State prejudices, with other causes which, for charity sake, I will not mention, have deprived the Old Dominion of such greatness, notwithstanding nature did so much for her. Take the map again, and see how little art and enterprise have done for Virginia. On the other hand, State policy and the public spirit of her citizens, the will to do and to pull together, have made New York what she is. Virginia may recover much by a railway to the Tennessee line. Take it these, and I'll pledge my State to meet you on the line and run quickly with it to the great valley of the west. But I give this pledge only in case the people of eastern and western, lower and upper, Virginia will lay aside all sectional jealousies, and push on this work at once, and that too with a hearty good will, for, in sailor phrase, "sharp's the word, and quick's the motion," now.

Yours, truly, F. M. MAURY.

CAPT. CHARLES DIMMOCK,
Richmond, Va.

Vicksburg and Jackson Railroad.

In our number of 1st July, we copied an article from the Vicksburg Sentinel of the 16th May, stating that this railroad had been transferred to Mr. Jackson, who was represented as a citizen of England. We gave the statement as we found it, in an exchange paper; not receiving the Sentinel, we did not see a correction of the error made in a subsequent number of that paper, showing that Mr. Jackson was a citizen of the United States, and that in the war of 1812, he was a volunteer in Wilkin's company of Mississippi riflemen—and marched with that celebrated corps, to defend New Orleans from the British invasion in 1814-15, that upon his arrival in camp, Mr. Jackson was selected by Gen. Carroll as one of his military family, with whom he served till the close of the war.

While upon this subject, we should mention a fact, which ought not to have escaped our attention, viz: that upon receiving possession of the railroad, Mr. Jackson gave to the stockholders, or their agents, the privilege of redeeming it, upon paying to him the amount of his claim; and we now understand that the money necessary to effect this, has been advanced by the Girard bank, and the trustees of the bank of the United States, who will hold the road in trust for the stockholders, till its income shall reimburse the amount advanced.

A plan of compromise between the creditors and stockholders of the corporation, which had progressed nearly to completion, but was interrupted by the events above alluded to, is now again, as we understand, urged upon the consideration of the parties interested; if it succeed, it is believed that it will render this road a good dividend paying stock. We understand that the road from Jackson, eastward towards the Alabama line, is now in progress, and the commissioners expect to have about seven miles open for traffic by the 1st of December next.

From the following statement in the Vicksburg Sentinel, we learn that the managers have decided to try the effect of a reduction of charges on this road; and, though we are aware that the same course of management on this road, as is adopted on the eastern roads, will not, in all cases, produce precisely like results, yet we have not a doubt but that they will find the business, and the net profits, increased by a reduction of the rates of fare and freight—and we shall look for the result of this change with some interest.

The following is the article alluded to from the Sentinel; and we join the editor of that paper in his "hope that, under the new auspices, and the now certain extension of the road beyond Brandon, a new career of prosperity will be opened, for all within reach of its influences."

Reduction of Charges on the Vicksburg & Brandon Railroad.—We are gratified to be able to state that the managers of our railroad have completed an arrangement for reducing all their charges for freight and passengers after the 1st of August. The reductions average generally about one third. As for instance, at present the charge for passengers to or from Jackson is \$3; by the new arrangement it will be \$2. Present charge to or from Clinton is \$2 25; the new will be \$1 50. Present charge from Bolton's \$1 75, new \$1 20. The rates for cotton will compare as follows: present charge from Jackson per bale 76 cts.; the new will be 70 cts. Present charge from Clinton 81 cents; the new will be 65 cents. Present charge from Bolton's is 75 cents; the new will be 60 cts., etc. All other freight is reduced in much the same ratio.

The managers avow their intention still further to reduce all the charges, if it should turn out that the business of the road under the present reduction shall justify it. On this point we have no doubt; and feel confident that the public will be found to respond as expected to the contemplated movement.

While upon this subject we will mention a fact much to the credit of the vigilant gentlemen who have been superintendents and engineers of the road, and conductors of the trains. Since the opening of the road in 1839, now nearly 10 years ago, although the works were in many instances thought to be hastily made, and of inadequate materials, there has not been a single passenger seriously injured on the road, and through all changes and seasons, it has performed with few inconsiderable changes and interruptions, its regular trips for the public convenience.

We sincerely hope that under the new auspices, and the now certain extension of the road beyond Brandon, a new career of prosperity may be opened for all affected by its continuance.

Wabash and Erie Canal.

A.—Description of the Wabash and Erie Canal, and the mechanical structures thereon, showing their condition on the 1st of July, 1847.

Continued from page 506.

Road bridge 44, will last 2 years.

Culvert 103, of wood, 6 feet by 18 inches, submerged.

Culvert 104, for the mill race of saw mill at Rattlesnake, built of wood, 8 feet by 2 ft. The covering timber of this culvert cannot be submerged without backing on the saw mill wheel. It will require renewal in five or six years.

Road bridge 45 will last two years.

Culvert 105, over Rattlesnake creek, two arches, each 15 feet chord, built of timber.—The arches will last 4 or 5 years. The head walls will need some repairs within three years.

Culvert 106, of wood, 6 feet by 18 inches, submerged.

Lock 31, 8 feet lift, built upon the wooden crib plan. With some slight repairs may last 3 years. The lower gates need renewal in 1849. The upper gate is upon "English's patent plan," which is submerged.

Lock 32, 6 feet lift, built upon the wooden crib plan, with some repairs may last three years, gates renewed last year. This is the outlet lock connecting with the slackwater at the crossing of the Wabash.

Towing path and road bridge across the Wabash river, at the head of the slackwater. The superstructure is built upon "Long's patent," weatherboarded and roofed, and is in all respects permanent. The spans are as follows: 3 spans, each 94 feet clear, 1 span, 105 feet clear, 1 span, 70 feet clear, and 1 span 43 feet clear, for a draw, in all 6 spans. The bridge rests upon 5 piers and two abutments, formed of durable masonry: the stone procured from the Georgetown quarry, and the workmanship good.

The next three miles of the canal are formed by the slackwater in the Wabash river, created by the feeder dam opposite Delphi, with a towing path constructed on the east bank.

Along the slackwater there are four small wooden culverts, 107, 108, 109 and 110, constructed under the towing path, all of which are submerged.

The next structure is the Wabash guard lock, constructed at the entrance of the canal where it leaves the slackwater. It is constructed of wood upon the crib plan—will need renewal in 1849: the gates will last 5 years, being new.

Just below the guard lock is road bridge 46, used also for changing the towing path from the north to the south side of the canal, will require rebuilding in two years.

Road bridge 47, crossing the canal where it occupies the Delphi bayou. This bridge is three times the common length. Will need rebuilding in two years.

Road bridge 48, at Bowles and Colten's warehouse, double length, will last one year.

Road bridge 49, at Delphi, will need rebuilding in 1848.

Lock 33, five feet lift, the walls of extra height to guard against the Wabash floods. Built of wood upon the crib plan, will last 3 years; gates will also last 3 years.

Wabash dam, 4, opposite Delphi, is 590 feet long and 12 feet high from low water. It is constructed by means of timber cribs, slopes of three to one on the upper and lower sides, filled with stone, the whole resting on rock bottom. The abutments are of timber; the north abutment must be rebuilt during the low water of 1848; and the south abutment during the low water of 1849. This dam answers the double purpose of forming a pool in which the canal crosses from the north to the south side of the Wabash, and also of furnishing the chief supply of water from this point to coal creek, a distance of over seventy miles. In order to pass forward so large a quantity of water, this dam will require raising permanently about one foot. The stone filling is washed out of a small portion of the crib on the lower side, and should be replaced. These improvements and repairs should be made during the low water of 1848.

The next structure is Deer creek dam, erected for the double purpose of a feeder and of forming a pool in which the canal crosses this stream; length 170 feet, height 10 feet from low water, formed of cribs filled with stone, resting on a foundation of brush and trees; abutments built of wood, and will require renewal in 1849. The dam may be considered a safe and durable structure; the pool of this dam forms the upper end of the Lafayette level, and the plan proposed of passing through this level a greater quantity of water for the canal to Coal creek, involves the necessity of adding 15 or 18 inches permanently to its height. Bed of the creek at the dam is sand.

Towing path bridge across Deer creek, a simple wooden structure about 10 feet wide, uncovered, resting on one stone pier in the strongest current, and three timber bents, the bridge is in good order, but the portion which is of timber will require rebuilding in 5 or 6 years.

Deer creek guard lock—built of timber, on the wooden crib plan, may last till 1850; gates will need rebuilding before the winter floods.

Culvert 111, over Shaker run, of wood—two spans, each 12 feet by 3 feet, submerged.

Guard lock at Kites, designed to guard against extreme floods in the Wabash when the river is admitted to flow in, built of wood—the cribs will last perhaps four years, gates two years. To pass the enlarged quantity of water some additional sliding gates must be placed in the main gates during the ensuing winter.

Culvert 112, of wood, 9 feet by 18 inches, submerged.

Culvert 113, of wood, 6 feet by 28 inches, submerged.

Culvert 114, of wood, 9 feet by 18 inches, submerged.

Culvert 115, of wood, 9 feet by 18 inches, submerged.

Each of the last named four culverts is banded with iron, as security against the up-

ward pressure in time of high floods, when the river is higher than the canal.

Road bridge 50, at Americus, will last one year.

Culvert 116, of wood, 6 feet by 18 inches, submerged.

The next structure is Sugar creek culvert, 117, a large wooden arch of 24 feet chord; the arch springing from the slate rock in good condition, will last five years, when it must be rebuilt of cut stone. Head walls may need some repairs within two or three years.

Just above Sugar creek a small wooden culvert was constructed for the passage of a mill race. The mill having been abandoned, the culvert may be dispensed with. It is therefore not numbered.

Culvert 118, over Buck creek, of timber, 4 spans, 12 feet by 3 feet, in good order, submerged.

Culvert 119, 2 spans, 10 feet by 18 inches, submerged.

Flood gates near Wild Cat, abutments of wood, not in good order; may last 2 years.

Wild Cat dam, erected for the purpose of a feeder, and also to raise a pool, in which the canal crosses this stream, 221 feet long, and 13 feet high from low water. The dam is formed by means of cribs filled with stone, resting on foundation of brush and trees. The bed of the creek is formed of sand and gravel. This dam is in good and safe condition; abutments of wood, and will require rebuilding, one in 1849, and one in 1850.

On each side of Wild Cat, a guard lock is constructed to protect the canal from the floods, built of wood upon the common crib plan. The guard lock on the north side of the creek is too low, the walls at the upper gates must be raised four feet during the present summer. One pair of the gates to be renewed this season, the other pair will last three years. On the lower end of this lock is a small bridge, on which the towing path is crossed, will last three years. The walls of the guard lock will need renewing within three years.

Guard lock on south side of the creek, constructed in the same manner as the other, was injured by the high floods of last winter, but since repaired, may last two years. Upper gates will last four years, lower gates will last two years.

Adjoining this lock a set of culverts are placed under the guard bank with sliding gates at the upper end, through which the feeder is passed, the culverts are submerged, the whole structure recently rebuilt, having been washed out by the great flood of last winter.

Towing path and road bridge across the Wild Cat, this structure was washed away by the floods of last winter. In May last a contract was made, by the State officers, for building a new bridge upon 'Long's patent,' of 160 feet clear span, resting on permanent stone abutments.—the total cost will be about \$5,600, and must be paid for in the expenditures of 1847-8.

Culvert 120, of wood, 10 feet by 18 inches, submerged.

In the town of Lafayette, are several street bridges, on two of which, state or county

roads are said to cross, these bridges, 52 and 53, should be rebuilt during the coming year.

Road bridge 51, used also for crossing the towing path from the south to the north side, must be rebuilt in 1848.

Culvert 121, below the paper mill, of wood, 2 spans, 8 feet by 18 inches, not submerged, to place the timber permanently under water will cost \$20.

Culvert 122, near large pork house, 6 feet by 12 inches, not submerged, an expense of \$10 will place it under water.

Guard lock for the protection of the Wea bluffs, the necessity for this lock will not much longer exist, and therefore it will not require renewal.

Culvert 123, for Durkees Run, of wood, 3 spans, 11 feet by 3 feet, not fully submerged, an expenditure of fifteen dollars required for this purpose.

Aqueduct 7, over Wea creek, 3 spans, 32 feet each, abutments and piers, as well as the trunk, constructed of timber. The foundation was undermined by the great flood of last winter, and the piers were settled as much as two feet. The trunk has been raised to the proper level and the foundation secured with brush and stone. Whether the work will stand in this condition, it is impossible to say, the timber will last 6 or 7 years, when the trunk must be renewed upon the present plan, and the abutments and piers rebuilt of stone.

Lock 34, 10 feet lift, is located just south of the Wea aqueduct. It is built of timber, upon the frame plan, the workmanship very imperfect, and wholly unsuitable for canal structures. Owing to the imperfect manner of its construction, this lock with its gates, will probably last but three or four years.

Just below the lock a feeder is introduced from the Wea, it is 25 chains long, constructed with 15 feet width at bottom, the banks of this feeder should be raised one foot throughout to keep out the floods.

Wea feeder-dam is built upon a temporary plan, being formed wholly of brush and gravel, and will require a small annual expenditure to keep it at proper height, it is about 200 feet long, and raised 4½ feet above low water.

To pass through the long level from Wea to Attica, the large quantity of water required below, the upper end of this level must be kept at the height of five feet above bottom. To meet this requirement, one foot in height must be added to the Wea dam, and this expense, together with the raising of the feeder banks, must be incurred in 1848.

Culvert 124, of wood, 11 feet by 2½ feet, submerged.

Road bridge 54, at Granville, will last 7 years.

Road bridge 55, 2 miles below Granville. Of this bridge the embankments only are completed, the wood work under contract at \$250—which will be paid in the expenditures of 1848.

Culvert 125, of wood, 2 spans, 10 feet by 2 feet submerged.

Aqueduct 8, over Flint creek, 2 spans, 32

feet each, trunk of wood, resting on one pier, and two abutments, also built of timber, the workmanship imperfect, but the structure will last probably six years, when the whole must be rebuilt, the trunk with timber and the abutments and piers with stone.

Road bridge 56, may last 7 years.

Culvert 126, of wood, 2 spans, 10 by 2 ft., submerged.

Culvert 127, over Young's branch near Maysville, of timber, 4 spans, 10 feet by 3 ft., submerged.

The waters of Young's branch, are received into the canal by a small feeder 6 or 8 chains in length. The dam across the stream is 60 ft long and 2 ft. high, built of timber.

Road bridge 57, for road leading to Independence, will last 5 or 6 years.

Culvert 128, over the stone quarry branch, of wood, 10 feet by 2½ feet, will require an expense of \$10, to submerge it.

Culvert 129, in Attica, of wood, 2 spans, 18 feet by 2 feet, submerged.

In Attica there are 2 road bridges, 58 and 59, will last 5 or 6 years.

An agreement was made by the state officers, and not yet fulfilled, to erect a bridge in the upper part of Attica, in commutation of damages, the cost will be about \$400.

Lock 35, 6-20ths feet lift, of timber, built upon the frame plan, this lock appears to be well built and in good condition, may last 6 or 7 years, the gates will last 3 years. The large horizontal braces were left out in building this lock, and must be immediately added.

Road bridge 60 for the Williamsport road, will last 6 years.

Culvert 130, of wood, 11 feet by 2 1-4 feet, submerged.

Road bridge 61, may last six years.

Aqueduct 9, over Shawnee creek, one span of 80 feet clear; the trunk and superstructure are upon the same plan with aqueduct No. 1, over the St Marys, to the particular description of which reference is here made. Abutments are of cut stone masonry, the whole work appears to have been well constructed, and may be considered permanent, excepting the trunk, which will need renewal once in 10 years; as a further exception to this remark, it should be stated that the chords on which the whole structure depends are deemed insufficient in strength, and I have advised that additional strength be given to it, by adding a strong iron chain or bar extending the whole length of the chord, and attaching to each foot the arch. The expense may be \$300, and will be paid in the expenditures of 1848.

At the south end of this aqueduct, the Shawnee feeder is received. It is near one half mile in length, and 12 feet wide at the bottom.

Feeder dam across Shawnee creek, 80 feet long and 8 ft high, built upon the usual crib plan, is in good condition, and may be considered a safe structure. The abutments are of timber, and may last 7 or 8 years.

Culvert 131, of wood, 11 feet by 2 1-4 feet, submerged.

Culvert 132, over Bear creek, this is a large cut stone arch of 30 feet chord, and

being built of very soft sandstone, there may be some doubt of its durability. The stone are not affected by the weather. The workmanship appears to be good, and the culvert is at present in good condition.

Road bridge 63, may last six years.

Culvert 133, of wood, 11 feet by 2 1-4 feet, submerged.

Road bridge 64, will last six years.

Culvert 134, one half mile above Covington, of wood, 2 spans, 11 feet by 3 feet, submerged.

Floodgates near the same place, all of wood, will last six years.

Lock 36, 10 feet lift, built of timber, upon the frame plan, not well constructed, but with care and some repairs, will last 4 or 5 years, gates will last 3 years. This lock is in Covington.

In Covington there are two road bridges, 65 and 66, which may last 4 or 5 years.

Culvert 135, 3 spans, 10 feet by 3 ft., built of timber, and submerged.

Flood gates one and a half miles below Covington, of wood, will last six years.

Culvert 136, of wood, 11 feet by 2 1-2 feet, submerged.

Culvert 137, of wood, 11 feet by 2 1-4 feet, submerged.

Culvert 138 of wood, 11 feet by 2 1-4 ft., submerged.

Culvert 139, of wood, 11 feet by 2 1-4 ft., submerged.

Road bridge 67, one mile above Perrysville, will last 6 or 7 years.

Road bridge 68, for Perrysville road, of wood, will last 6 or 7 years.

Lock 37, 9 feet lift, just opposite Perrysville, built of timber upon the frame plan—workmanship exceeding bad, with occasional repairs, may last 3 or 4 years, gates will last 3 years.

Towing path bridge across the mouth of Perrysville side cut, not finished but in process of construction.

Road bridge 69, at head of "Swail," now in progress of construction, embankments finished and timber delivered.

Culvert 140, of wood, 6 feet by 18 inches, submerged.

Road bridge 70. This bridge is under contract, but not completed.

Road bridge 71, at Lodi, near the crossing of Coal creek, in good order, and will last 7 or 8 years.

The bridge last described is at the termination of the finished canal, and the commencement of the new contracts let on the 5th August, 1847.

St. Joseph Feeder.—This feeder is 6 miles and 34 chains in length, conducting the water of the St. Joseph river, into the summit level of the canal, from which it is drawn both east and west, supplying the canal to the Ohio reservoir in one direction, and to the forks of the Wabash in the other. In extremely dry seasons, full half the supply for the 12 miles next below the forks, is also drawn from the St. Joseph feeder.

The St. Joseph dam, by which the stream is turned into this feeder, is 230 feet long, and 16½ feet high, from low water. The founda-

tion of the dam for the height of 5 feet from low water, is formed of brush and forest trees upon which is erected substantial cribs filled with stone. The whole work is upon the most permanent and secure plan, excepting that the abutments are built of timber. These are much decayed, and must be replaced during the low water of the present summer. The bed of the river where the dam is effected is composed of sand.

The guard lock at the head of the feeder is built of timber. The abutments at the lower end with the lower gates are in good condition, having been rebuilt last summer. The upper abutments and the upper gates are entirely decayed, and must be rebuilt before the fall floods.

Proceeding down the feeder, the next mechanical structure is culvert No. 1, over Beckett's run, a cut stone arch of 13½ feet chord. It is new and in excellent condition.

Culvert No. 2, is a timber arch of 9 feet chord. The upper portion of the arch has been exposed to the air, and must soon require rebuilding, if left in its present condition. To prevent this expense, I would recommend the building of a dam below, raising the water of the stream about 3 feet, by which the whole arch will be submerged and rendered permanent. This dam may cost 50 or 75 dollars.

Road bridge No. 1, is the next structure. It is near Rudisell's saw mill, will need rebuilding in 3 or 4 years.

Culvert No. 3, is a wooden arch of 8 feet chord. It cannot be submerged, and must require rebuilding within one or two years. It should be built of cut stone.

Culvert No. 4, a wooden arch of 6 feet chord, submerged.

Road bridge No. 2, at crossing of Lima road. This bridge is entirely decayed, and should be rebuilt next years.

The next structure is the Spy run aqueduct, 1 span of 28 feet. Trunk of wood resting on stone abutments. The whole work has just been rebuilt, and is in good condition, with the exception that the masonry, from the imperfection of the groating, is subject to leakage, thus rendering the work liable to breaches.

Road bridge No. 3, at the Goshen road, should be rebuilt next year.

Thence to the junction with the main line there are no mechanical structures.

Statement of Lockage on the Wabash and Erie Canal.

From the summit level at Fort Wayne east to the State line, (feet)	20,50
From the summit level at Ft. Wayne west to Coal creek, (feet)	267,70
Total lockage, (feet)	288,20
Average lockage per mile, 1-53 feet	

TO MACHINISTS & MANUFACTURERS.
The Subscribers have taken the **READING CAR AXLE MANUFACTORY**—and are prepared to execute orders for Axles of every description, and Wrought Iron Shafts for Steamboats, Mills, etc., made from superior material, at short notice. Address Reading, Pa.

ANDREW TAYLOR & CO.

August 5, 1848—3m

DIRECT ACTION ENGINES FOR STEAMBOATS.

THE PATENT DOUBLE CYLINDERS,
AND ALSO
THE ANNULAR RING PISTON ENGINES,
of Messrs. Mauldsley, Sons & Field, of London,
may be built in the United States, under license,
which can be obtained of their agent,

THOMAS PROSSER, C. E.,
28 Platt street, New York.

May 6, 1848.

WILLIAM JESSOP & SONS, CELEBRATED CAST-STEEL.

The subscribers have on hand, and are constantly
receiving, from their manufactory,

PARK WORKS, SHEFFIELD,

Double Refined Cast Steel—Square, flat & octagon.
Best warranted Cast Steel—Square, flat & octagon.
Best Double and Single Shear Steel—Warranted.
Machinery Steel—Round.
Best and 2d gy. Sheet Steel—for Saws and other
purposes.
German Steel—flat and sq., "W. I. & S." "Eagle"
and "Goat" Stamps.
Genuine "Sykes" L. Blister Steel.
Best English Blister Steel, etc., etc., etc.

All of which are offered for sale on the most fa-
vorable terms, by WM. JESSOP & SONS,
91 John Street, New York.

Also by their Agents—
Curtis & Hand, 47 Commerce St., Philadelphia.
Alex'r Fullerton, & Co., 119 Milk St., Boston.
Stickney & Beatty, South Charles St., Baltimore.
May 6, 1848.

NEW PATENT CAR WHEELS.

THE SUBSCRIBERS ARE NOW MANU-
facturing Metallic Plate Wheels of their in-
vention, which are pronounced by those that have
used them, a superior article, and the demand for
them has met the most sanguine expectations of the
inventors. Being made of a superior quality of
Charcoal Iron, they are warranted equal to any
manufacture.

We would refer Railroad Companies and others
to the following roads that have them in use: Har-
ford and New Haven, Connecticut River Railroad,
Housatonic, Harlem, Farmington, and Stonington.

SIZER & CO.

January 29, 1848. if

Springfield, Mass.

INDIA RUBBER RAILROAD SPRINGS.

These springs are now generally acknowledged
to be far superior to steel. They are very much
lighter—their power is more easily regulated—they
are more elastic, and yet possess great strength, and
they always retain their elasticity, and are not affect-
ed by extremes of cold or heat. The very easy mo-
tion which a Car possesses when fitted with these
springs is at once perceptible. They are equally
applicable to Engines and Tenders.

Railroad and other companies are requested to
notice that the Patent for these springs was granted
to W. C. Fuller by the United States Government,
and that any parties vending or using such springs,
without his license, infringe upon his Patent, and
will be proceeded against for so doing.

G. M. KNEVITT, Agent for the Patentee,
78 Broad St., New York.

July 15, 1848.

TO RAILROAD CONTRACTORS. NASH- VILLE AND CHATTANOOGA Railroad.

On the 1st of August next Proposals will be received
at the Railroad Office in Nashville, for the Gradu-
ation and Masonry of Forty Miles of the Nashville
and Chattanooga Railroad, comprising a large am't
of rock excavation, and One Tunnel of Seven Hun-
dred Yards in Length.

CHARLES F. M. GARNETT,
Chief Engineer.

RAILROAD IRON AND LOCOMOTIVE Tyres imported to order and constantly on hand

by A. & G. RALSTON
Mar. 20th 4 South Front St., Philadelphia.

MATTEWAN MACHINE WORKS.

THE MATTEWAN COMPANY HAVE
added to their Machine Works, an extensive
LOCOMOTIVE ENGINE department, and are prepared
to execute orders for Locomotive Engines of every
size and pattern—also, Tenders, Wheels, Axles, and
other Railroad Machinery, to which they ask the at-
tention of those who wish such articles, before they
purchase elsewhere.

STATIONARY ENGINES, BOILERS, ETC.,
Of any required size or pattern, arranged for driv-
ing Cotton, Woollen, or other Mills, can be had on
favorable terms, and at short notice.

COTTON AND WOOLLEN MACHINERY,
Of every description, embodying all the modern im-
provements, second in quality to none in this or any
other country, made to order.

MILL GEARING.

Of every description, may be had at short notice, as
this company has probably the most extensive as-
sortment of patterns in this line, in any section of
the country, and are constantly adding to them.

TOOLS.

Turning Lathes, Slabbing, Planing, Cutting, and
Drilling Machines, of the most approved patterns,
together with all other tools required in machine
shops, may be had at the Mattewan Company's
Shops, Fishkill Landing, or at

39 Pine Street, New York.
WM. B. LEONARD, Agent.

FAIRBANKS' RAILROAD SCALES.

THE SUBSCRIBERS are prepared to construct at short
notice, Railroad and Depot Scales, of any desired
length and capacity. Their long experience as ma-
nufacturers—their improvements in the construction
of the various modifications, having reference to
strength, durability, retention of adjustment, accu-
racy of weight and despatch in weighing—and the
long and severe tests to which their scales have been
subjected—combine to ensure for these scales the uni-
versal confidence of the public.

No other scales are so extensively used upon Rail-
roads, either in the United States or Great Britain;
and the manufacturers refer with confidence to the
following in the United States.

Eastern Railroad,	Boston and Maine R. R.,
Providence Railroad,	Providence & Worcester R.R.,
Western Railroad,	Concord R. R.,
Old Colony Railroad,	Fitchburg R. R.,
Schenectady Railroad,	Syracuse and Utica R. R.,
Baltimore & Ohio Road,	Baltimore & Susq. R. R.,
Phila. & Reading Road,	Schuylkill Valley R. R.,
Central (Ga.) Railroad,	Macon and Western R. R.,
	New York and Erie Railroad;

and other principal Railroads in the Western, Mid-
dle and Southern States.

E. & F. FAIRBANKS & CO.

St. Johnsbury, Vt.
Agents: FAIRBANKS & Co., 81 Water st. N. York.
A. B. NOBBS, 196 Market st., Philad.
April 23, 1848. ly*17

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes.

The Albany Iron and Nail Works have always on hand, of their own manufac-
ture, a large assortment of Railroad, Ship and Boat
Spikes, from 2 to 12 inches in length, and of any form
of head. From the excellence of the material al-
ways used in their manufacture, and their very gen-
eral use for railroads and other purposes in this coun-
try, the manufacturers have no hesitation in warrant-
ing them fully equal to the best spikes in market,
both as to quality and appearance. All orders ad-
dressed to the subscriber at the works, will be prompt-
ly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of
Erastus Corning & Co., Albany; Hart & Merritt,
New York; J. H. Whimsey, do.; E. J. Etting, Phila-
delphia; Wm. E. Coffin & Co., Boston. ja45

THE SUBSCRIBERS ARE PREPARED TO
execute orders at their Phoenix Works for Rail-
road Iron of any required pattern, equal in quality
and finish to the best imported.

REEVES, BUCK & CO.,

Philadelphia.
ROBERT NICHOLS, Agent,
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CHILLED RAILROAD WHEELS.—THE
undersigned are now prepared to manufacture
their Improved Corrugated Car Wheels, or Wheels
with any form of Spokes or Disks, by a new process
which prevents all strain on the metal, such as is
produced in all other chilled wheels, by the man-
ner of casting and cooling. By this new method of
manufacture, the hubs of all kinds of wheels may
be made whole—that is, without dividing them into
sections—thus rendering the expense of banding un-
necessary; and the wheels subjected to this process
will be much stronger than those of the same size
and weight, when made in the ordinary way.

A. WHITNEY & SON,

Willow St. below 13th,

Nov. 10, 1847. [if.]

Philadelphia, Penna.



THE SUBSCRIBER has on hand
a good assortment of
his best Leveling and
Surveying Instru-
ments, among them
his improved Com-
pass for taking angles
without the needle—
also Bells, suitable
for Churches, Rail-
road Depots, etc.

ANDREW MENEELY.

West Troy, May 12, 1847.

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PATENT RAILROAD, SHIP AND BOAT

Spikes. The Troy Iron and Nail Factory keeps
constantly for sale a very extensive assortment of
Wrought Spikes and Nails, from 3 to 10 inches,
manufactured by the subscriber's Patent Machinery,
which after five years' successful operation, and now
almost universal use in the United States (as well
as England, where the subscriber obtained a patent)
are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes
having countersink heads suitable to holes in iron
rails, to any amount and on short notice. Almost
all the railroads now in progress in the United States
are fastened with Spikes made at the above named
factory—for which purpose they are found invaluable,
as their adhesion is more than double any com-
mon spikes made by the hammer.

All orders directed to the Agent, Troy, N. York
will be punctually attended to.

HENRY BURDEN, Agent

Spikes are kept for sale, at Factory Prices, by
& J. Townsend, Albany, and the principal iron mer-
chants in Albany and Troy; J. I. Brower, 222 Water
St., New York; A. M. Jones, Philadelphia; T. Jar-
viers, Baltimore; Degrand & Smith, Boston.

Railroad Companies would do well to forward
their orders as early as practicable, as the subscriber
is desirous of extending the manufacturing so as to
keep pace with the daily increasing demand.
ja45

TO LOCOMOTIVE AND MARINE EN- gine Boiler Builders.

Pascal Iron Works, Philadelphia. Welded Wrought Iron Flues, suit-
able for Locomotives, Marine and other Steam En-
gine Boilers, from 3 to 5 inches in diameter. Also,
Pipes for Gas, Steam and other purposes; extra
strong Tube for Hydraulic Presses; Hollow Pis-
tons for Pumps of Steam Engines, etc. Manufact-
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MORRIS TASKER & MORRIS,

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CHILLED RAILROAD WHEELS.—THE

undersigned, the Original Inventor of the Plate
Wheel with solid hub, is prepared to execute all or-
ders for the same, promptly and faithfully, and soli-
cits a share of the patronage for those kind of wheels
which are now so much preferred, and which he origi-
nally produced after a large expenditure of time
and money.

A. TIERS,

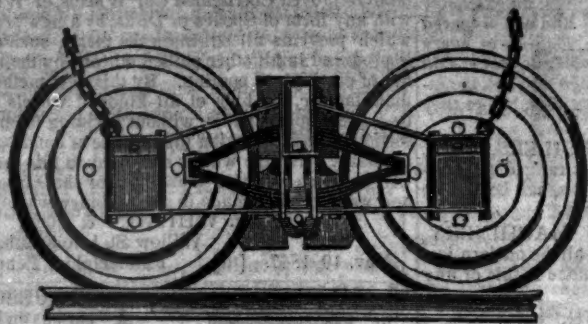
Point Pleasant Foundry,

He also offers to furnish Rolling Mill Castings,
and other Mill Gearing, with promptness, having,
he believes, the largest stock of such patterns to be
found in the country.

Kensington, Philadelphia Co.,
March 12, 1848.

116

RAY'S EQUALIZING RAILWAY TRUCK.—THE SUBSCRIBER HAVING RECENTLY FORMED A BUSINESS CONNECTION IN THE CITY OF NEW



York, expressly for the manufacture of the newly patented and highly approved Railroad Truck of Mr. Fowler M. Ray, is ready to receive orders for building the same, from Railroad Companies and Car Builders in the United States, and elsewhere.

The above Truck has now been in use from one to two years on several roads a sufficient length of time to test its durability, and other good qualities, and to satisfy those who have used it, as may be seen by reference to the certificates which follow this notice.

There have been several improvements lately introduced upon the Truck, such as additional springs in the bolster of passenger cars, making them delightful riding cars—adapting it to tenders, trucks forward of the locomotive, and freight cars, which, with its original good qualities, make it in all respects the most desirable truck now offered to the public.

Orders for the above, will, for the present, be executed at the New York Screw Mill, corner 33d street and 3d avenue, (late P. Cooper's rolling mills) and at the Steam Engine Shop of T. F. Seagr & Co., foot of 9th street, East

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T. L. and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets,
PHILADELPHIA.

MANUFACTURE OF PATENT WIRE ROPE AND CABLES FOR INCLINED PLANES, STANDING SHIP RIGGING, MINES, CRANES, TILLERS ETC., BY JOHN A. ROEBLING, Civil Engineer, Pittsburgh, Pa.

These Ropes are in successful operation on the planes of the Portage Railroad in Pennsylvania, on the Public Slips, on Ferries and in Mines. The first rope put upon Plane No. 3, Portage Railroad, has now run 4 seasons, and is still in good condition. 92v11y

NICOLL'S PATENT SAFETY SWITCH FOR RAILROAD TURNOUTS.

This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.
G. A. NICOLLS,
Reading, Pa.

RAILROAD SCALES.—THE ATTENTION OF RAILROAD COMPANIES IS PARTICULARLY REQUESTED TO ELLICOTT'S SCALES, MADE FOR WEIGHING LOADED CARS IN TRAINS, OR SINGLY, THEY HAVE BEEN THE INVENTORS, AND THE FIRST TO MAKE PLATFORM SCALES IN THE UNITED STATES; SUPPOSING THAT AN EXPERIENCE OF 20 YEARS HAS GIVEN A KNOWLEDGE AND SUPERIOR ADVANTAGE IN THE BUSINESS.

The levers of our scales are made of wrought iron, all the bearers and fulcrums are made of the best cast steel, laid on blocks of granite, extending across the pit, the upper part of the scale only being made of wood. E. Ellicott has made the largest Railroad Scale in the world, its extreme length was one hundred and twenty feet, capable of weighing ten loaded cars at a single draft. It was put on the Mine Hill and Schuylkill Haven Railroad.

We are prepared to make scales of any size to weigh from five pounds to two hundred tons.

ELLICOTT & ABBOTT.
Factory, 9th street, near Coates, cor. Melon st.
Office, No. 3 North 5th street,
Philadelphia, Pa.

LAP—WELDED WROUGHT IRON TUBES

FOR
TUBULAR BOILERS,
FROM 1 1/2 TO 6 INCHES DIAMETER.

These Tubes are of the same quality and manufacture as those so extensively used in England, Scotland, France and Germany, for Locomotive, Marine and other Steam Engine Boilers.

THOMAS PROSSER,
Patentee.
28 Platt street, New York

LAWRENCE'S ROSENDALE HYDRAULIC CEMENT.

This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Floods and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by
JOHN W. LAWRENCE,
142 Front street, New York.

Orders for the above will be received and promptly attended to at this office. 321y

river, (of which firm the subscriber was late a partner) under the immediate supervision of Mr. Ray himself.

Several sets of trucks containing the latest improvements have recently been turned out for the New York and Erie railroad, and the New Jersey Transportation company, which may be seen upon said roads.

The patronage of Railroad Companies and Car Builders is respectfully solicited.

New York, May 4, 1846.

To all whom it may concern:—This is to certify that the New Haven, Hartford and Springfield railroad co., have had in use six sets of F. M. Ray's patent trucks for the last 20 months, during which time it appears to me, they have proved to be the best and most economical truck now in use.

[Signed,] **WILLIAM ROS,** Supt of Power.
I certify that F. M. Ray's Patent Equalizing Railroad Truck has been in use on the Philadelphia and Reading railroad for some time past, under a passenger car.

For simplicity of construction, economy in cost, lightness of material, and extreme ease of motion, I consider it the best truck we have ever used. Its peculiar make also renders it less liable to be thrown off the track, when passing over any obstruction. We intend using it extensively under the passenger and freight cars of the above road.

Reading, Pa., October 6, 1845. [Signed,] **G. A. NICOLL,** Supt Transportation, etc., Philadelphia and Reading Railroad.

To all whom it may concern:—This is to certify that the N. Jersey Railroad and Transportation company have used Fowler M. Ray's Truck for the last seven months, during which time it has operated to our entire satisfaction. I have no hesitation in saying that it is the simplest and most economical truck now in use.

[Signed,] **T. L. SMITH,** Jersey City, November 4, 1845. N. Jersey Railroad and Transp. Co.

This is to certify that F. M. Ray's Patent Equalizing Railroad Truck has been in use on the Long Island railroad for the last year, under a freight car. For simplicity of construction, economy in cost, lightness of material and ease of motion, I consider it equal to any truck we have in use.

Long Island Railroad Depot, [Signed,] **JOHN LEACH,** Jamaica November 12, 1845. 1y19 Supt Motive Power.

TO RAILROAD COMPANIES AND MANUFACTURERS OF RAILROAD MACHINERY.

The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,
a45 N. E. cor. 12th and Market sts., Philad., Pa.

THE NEWCASTLE MANUFACTURING COMPANY

Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.
ANDREW C. GRAY,
a45 President of the Newcastle Manuf. Co.

NORWICH CAR FACTORY, NORWICH, CONNECTICUT.

At the head of navigation on the River Thames, and on the line of the *Norwich and Worcester Railroad*, established for the manufactory of

RAILROAD CARS,
OF EVERY DESCRIPTION, VIZ:
PASSENGER, FREIGHT AND HAND CARS,

ALSO, VARIOUS KINDS OF
ENGINE TENDERS AND SNOW PLOUGHS.

TRUCKS, WHEELS & AXLES

Furnished and fitted at short notice.

Orders executed with promptness and despatch.

Any communication addressed to

JAMES D. MOWRY,

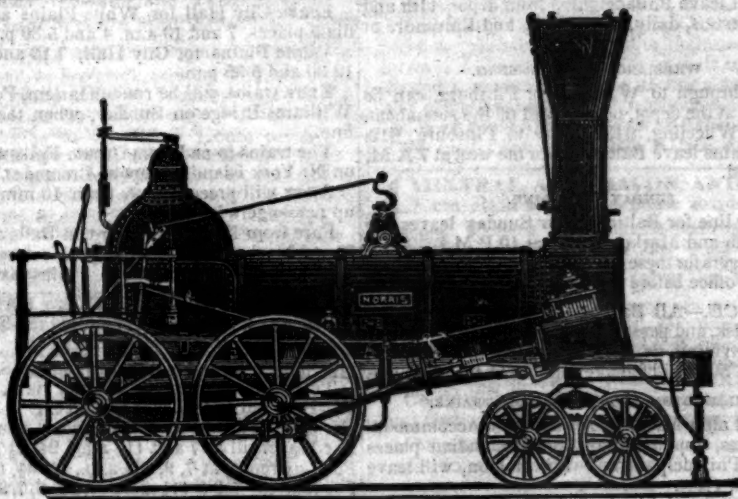
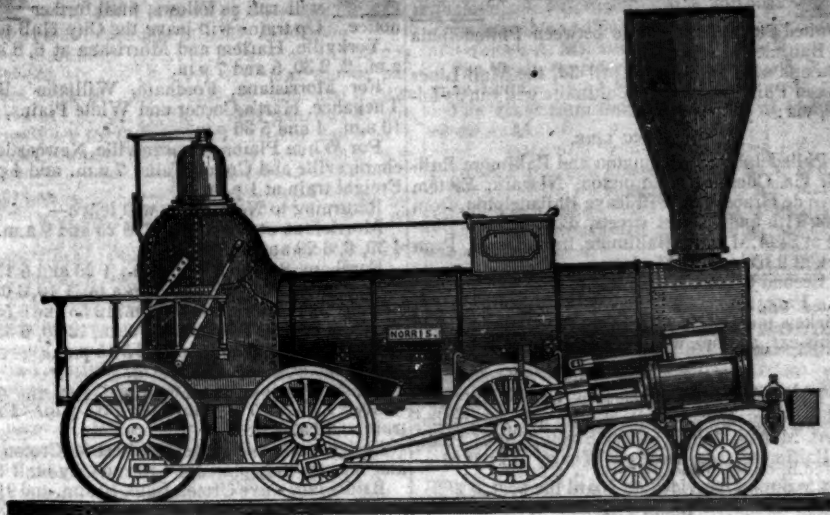
General Agent,

Norwich, Conn.,

Will meet with immediate attention. 1y8

NORRIS' LOCOMOTIVE WORKS.

BUSHHILL, SCHUYLKILL SIXTH-ST., PHILADELPHIA,



THE UNDERSIGNED Manufacture to order Locomotive Steam Engines of any plan or size. Their shops being enlarged, and their arrangements considerably extended to facilitate the speedy execution of work in this branch, they can offer to Railway Companies unusual advantages for prompt delivery of Machinery of superior workmanship and finish. Connected with the Locomotive business, they are also prepared to furnish, at short notice, Chilled Wheels for Cars of superior quality. Iron and Brass castings, Axles, etc., fitted up complete with Trucks or otherwise.

NORRIS' BROTHERS.

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, Patterson, N. J., or 60 Wall street, N. York.

PIG AND BLOOM IRON.—THE SUBSCRIBERS are agents for the sale of numerous brands of Charcoal and Anthracite Pig Iron, suitable for Machinery, Railroad Wheels, Chains, Hollowware, etc. Also several brands of the best Puddling Iron, Juniata Blooms suitable for Wire, Boiler Plate, Axe Iron, Shovels, etc. The attention of those engaged in the manufacture of Iron is solicited by

A. WRIGHT & NEPHEW,
126 Vine St. Wharf, Philadelphia.

T. & C. WASON, Manufacturers of every style of Freight and Baggage Cars.—Forty rods east of the depot, Springfield, Mass.

Running parts in sets complete, Wheels, Axles, or any part of cars furnished and fitted up at short notice and in the best manner.

N. B. Particular attention paid to the manufacture of the most improved Freight Cars. We refer to the New Haven, Hartford and Springfield; Connecticut River; Harlem; Housatonic, and Western, Mass., Railroads, where our cars are now in constant use.

Dec. 25, 1847.—1y.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1 1/2 to 6 inches in width, and of any thickness required; large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,
1y Albany Iron and Nail Works,

IMPORTANT TO ENGINEERS, CONTRACTORS, and Surveyors.—The Engineer's, Contractor's and Surveyor's Pocket Table Book, by J. M. Scribner, A. M., 264 pages, 24 mo; tuck binding, with gilt edge. Published by Huntington & Savage, 216 Pearl street, New York.

The above work comprises Logarithms of Numbers, Logarithmic Sines and Tangents, Natural Sines and Natural Tangents; the Traverse Table, and a full and extensive set of tables, exhibiting at one view the number of cubic yards contained in any embankment or cutting, and for any base or slope of sides usual in practice. Besides these essential tables, the work comprises 50 pages more of Mensuration, Tables, Weights of Iron, Strength of Materials, Formulas, Diagrams, etc., for laying out railroads, canals and curves; much of which has never before been offered to the public, and all dispensable to the engineer. This book will prove a great saving of time, and will enable the new beginner to furnish results as accurately (and with much greater rapidity) as the most experienced in the profession without its aid. The tables of Logarithms, etc., have been carefully corrected and compared with different editions of the same tables; and all the tables throughout the book have been read carefully by proofs four times; hence the most implicit confidence may be placed in their correctness.

Also, *Scribner's Engineer's and Mechanic's Companion*, new edition, 264 pages, enlarged, with 35 pages of entirely new matter, and much improved throughout.

It is believed these books are so well adapted to suit the above professions, that they cannot afford to do without them, and that they will aid in rewarding well directed mental labor.

Both are for sale by all the principal booksellers throughout the United States and Canada.

WESTERN RAILROAD.—ON AND AFTER Monday, April 5, 1847, the passenger trains will leave daily, Sundays excepted, as follows:

Boston at 8 a. m. and 4 p. m. for Albany.
Albany at 7 1/4 a. m. and 5 p. m. for Boston.
Springfield at 8 1/2 a. m. and 1 p. m. for Albany.
Springfield at 8 1/2 a. m. and 1 1/2 and 3 p. m. (or on arrival of the train from New York) for Boston.
Day line to New York, via Springfield.—The steamboat train leaves Boston at 6 a. m. and arrives in New York at 7 p. m., by the steamboats Traveler, New York, or Champion. Returning, leaves New York at 6 1/4 a. m., and arrives in Boston at 7 p. m.

Night line to New York.—Leaves Boston at 4 p. m., and arrives in New York at 5 a. m.

Albany and Troy.—Leave Boston at 8 a. m., Springfield at 1 p. m., and arrive in Albany at 6 p. m.; or, leave Boston at 4 p. m., Springfield next morning at 8 1/2, and arrive in Albany at 1 1/2 p. m. The Troy trains connect at Greenbush.

The trains for Buffalo leave at 7 1/2 a. m. and 7 p. m.

For Northampton, Greenfield, etc.—The trains of the Connecticut River Railroad leave Springfield at 8 1/4 a. m., 1 and 3 p. m., and passengers proceed directly on to Brattleboro', Windsor, Bellows Falls, Walpole, Hanover, Haverhill, etc.

For Hartford.—The trains leave Springfield on the arrival of the trains from Boston.

The trains of Pittsfield and North Adams Railroad leave Pittsfield on the arrival of the trains from Boston.

N. B.—No responsibility assumed for any baggage by the passenger trains, except for wearing apparel not exceeding the value of fifty dollars, unless by special agreement.

JAMES BARNES, Sup't and Eng'r,
C. A. SEAD, Agent, 27 State street, Boston.

AMERICAN RAILROAD JOURNAL.

GEORGIA RAILROAD. FROM AUGUSTA TO ATLANTA—171 MILES.
AND WESTERN AND ATLANTIC RAILROAD FROM ATLANTA TO DALTON, 100 MILES.

This Road in connection with the South Carolina Railroad and Western and Atlantic Railroad now forms a continuous line, 408 miles in length, from Charleston to Dalton (Cross Plains) in Murray county, Ga.—32 miles from Chattanooga, Tenn.

RATES OF FREIGHT.

	Between Augusta and Dalton, 271 miles.	Between Charleston and Dalton, 408 miles.
1st class. Boxes of Hats, Bonnets, and Furniture, per cubic foot.....	\$0 18	\$0 28
2d class. Boxes and Bales of Dry Goods, Sadlery, Glass, Paints, Drugs and Confectionary, per 100 lbs.	1 00	1 50
3d class. Sugar, Coffee, Liquor, Bagging, Rope, Cotton Yarns, Tobacco, Leather, Hides, Copper, Tin, Feathers, Sheet Iron, Hollow Ware, Castings, Crockery, etc.	0 60	0 85
4th class. Flour, Rice, Bacon, Pork, Beef, Fish, Lard, Tallow, Beeswax, Bar Iron, Ginseng, Mill Gearing, Pig Iron, and Grindstones, etc.....	0 40	0 65
Cotton, per 100 lbs.....	0 45	0 70
Molasses, per hogshead.....	8 50	13 50
" " barrel.....	2 50	4 25
Salt per bushel.....	0 18	
Salt per Liverpool sack.....	0 65	
Ploughs, Corn Shellers, Cultivators, Straw Cutters, Wheelbarrows...	0 75	1 50

German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Dalton.

F. C. ARMS,
Sup'l. of Transportation.
Augusta, Ga., July 15, 1847. 44*1y

THE WESTERN AND ATLANTIC Railroad.—This Road is now in operation to Oothcaloga, a distance of 80 miles, and connects daily (Sundays excepted) with the Georgia Railroad.

From Kingston, on this road, there is a tri-weekly line of stages, which leave on the arrival of the cars on Tuesday, Thursday and Saturday, for Warren-ton, Huntsville, Decatur and Tusculumbia, Alabama, and Memphis, Tennessee.

On the same days, the stages leave Oothcaloga for Chattanooga, Jasper, Murfreesborough, Knoxville and Nashville, Tennessee.

This is the most expeditious route from the east to any of these places.

CHAS. F. M. GARNETT,
Chief Engineer.

Atlanta, Georgia, April 16th, 1846 1y1

CENTRAL RAILROAD—FROM SAVANNAH TO MACON. Distance 190 miles.

This Road is open for the transportation of Passengers and Freight.

Rates of Passage, \$8 00. Freight—
On weight goods generally... 50 cts. per hundred.
On measurement goods... 13 cts. per cubic ft.
On brls. wet (except molasses and oil)... \$1 50 per barrel.
On brls. dry (except lime)... 80 cts. per barrel.
On iron in pigs or bars, castings for mills, and unboxed machinery... 40 cts. per hundred.
On hhd. and pipes of liquor, not over 120 gallons... \$5 00 per hhd.
On molasses and oil... \$6 00 per hhd.
Goods addressed to F. WINTER, Agent, forwarded free of commission.
THOMAS PURSE,
Gen'l. Sup't. Transportation, y40

PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD.—1848.

SUMMER ARRANGEMENT.

United States Mail Lines between Philadelphia and Baltimore. Fare, \$3.

On and after Monday, April 3d, the Mail Lines between Philadelphia and Baltimore will run as follows, viz:

MORNING LINE.

Per Philadelphia, Wilmington and Baltimore Railroad, via Chester, Wilmington, Newark, Elkton, Havre de Grace, etc., will leave Philadelphia, from Depot, 11th and Market streets, daily (except Sunday) at 8½ A.M., and Baltimore from Depot, Pratt street, at 9 o'clock, A.M.

A Second Class Car will be run with the morning line. Fare, \$2.

Tickets must positively be procured at the Office for this car, as none will be sold by the conductors.

AFTERNOON LINE.

Via Newcastle and Frenchtown, will leave Philadelphia, from Dock Street Wharf, per Steamboat Robert Morris, daily (except Sunday) at 2½ P.M., and Baltimore, from Bowly's Wharf, at 2½ P.M.

Supper provided on board the boat.

NIGHT LINE.

Per Philadelphia, Wilmington and Baltimore Railroad, will leave Philadelphia, from depot, 11th and Market streets, daily, at 11 P.M., and Baltimore at 8 P.M.

WHEELING AND PITTSBURG.

Tickets through to Wheeling or Pittsburg, can be procured at the depot, or on board of the steamboat. Fare to Wheeling, \$13. Fare to Pittsburg, \$12.

The trains leave Baltimore for the west at 7 A.M. and 4 P.M.

SUNDAY MAIL LINE.

The only line for Baltimore on Sunday leaves the depot, 11th and Market streets, at 10 P.M.

Passengers for these lines must procure their Tickets at the office before taking their seats in the cars.

NOTICE.—All Baggage by these lines is at its owner's risk, and passengers are expressly prohibited taking anything as baggage, except their wearing apparel. 50 lbs. baggage allowed each passenger.

WILMINGTON ACCOMMODATION TRAINS.

On and after Monday, April 3d, the Accommodation Trains, stopping at all the intermediate places between Philadelphia and Wilmington, will leave as follows, viz:

Leave Philadelphia, from depot 11th and Market streets, daily (Sundays excepted) at 1½ and 4 P.M.
Leave Wilmington, from the depot, Water street, daily (except Sunday) at 7½ A.M. and 4½ P.M.

The Freight Accommodation Train will leave Philadelphia at 7 P.M. and Wilmington at 7 P.M.

The Mail Trains stopping at Chester and Wilmington, leave Philadelphia at 8½ A.M. and 10 P.M. Wilmington at 1 o'clock, P.M., and 12 midnight. Fare to Wilmington, 50 cts. Fare to Chester, 25 cts.

G. H. HUDDALL, Agent.

March 23, 1848. 1y15

NOTICE.

RAILROAD LINE BETWEEN ALBANY AND BUFFALO, N. Y.

1848.—SCHEDULE FOR RUNNING.—1848.

Going west. 1st train. 2d train. 3d train.
Leaves... Albany... 7½ A.M. 2 P.M. 7 P.M.
Pass... Utica... 1 P.M. 7½ P.M. 1½ A.M.
Pass... Syracuse... 4 P.M. 11 P.M. 5 A.M.
Pass... Auburn... 6½ P.M. 1 A.M. 7 A.M.
Pass... Rochester... 12 M.N. 7 A.M. 1 P.M.
Arrives at Buffalo... 5½ A.M. 12 M. 6 P.M.

Going east. 1st train. 2d train. 3d train.
Leaves... Buffalo... 7½ A.M. 2 P.M. 7 P.M.
Pass... Rochester... 12 M. 7 P.M. 19 M.N.
Pass... Auburn... 6½ P.M. 1 A.M. 6 A.M.
Pass... Syracuse... 8½ P.M. 3½ A.M. 8 A.M.
Pass... Utica... 12 M.N. 7 A.M. 11½ A.M.
Arrives at Albany... 5 A.M. 12 M. 4½ P.M.

Adopted February 18, 1848, in convention at Albany. (Copy.) T. Y. Howe, Jr., Secretary of the Convention.

NEW YORK & HARLEM RAILROAD CO.—Summer Arrangement.—On and after Tuesday, June 1st, 1847, the cars

will run as follows, until further notice. Up trains will leave the City Hall for—

Yorkville, Harlem and Morrisana at 6, 8 and 11 a.m., 2, 2 30, 5 and 7 p.m.

For Morrisiana, Fordham, Williams' Bridge, Tuckahoe, Hart's Corner and White Plains, 7 and 10 a.m., 4 and 5 30 p.m.

For White Plains, Pleasantville, Newcastle, Mechanicville and Croton Falls, 7 a.m. and 4 p.m. Freight train at 1 p.m.

Returning to New York, will leave—
Morrisiana and Harlem, 7, 8 20 and 9 a.m., 1, 3, 4 30, 6, 6 28 and 8 p.m.

Fordham, 8 08 and 9 15 a.m., 1 20 and 6 15 p.m.
Williams Bridge, 8 and 9 08 a.m., 1 10, 6 08 p.m.
Tuckahoe, 7 38 and 8 25 a.m., 12 55 and 5 52 p.m.

White Plains, 7 10 and 8 35 a.m., 12 50, 5 35 p.m.
Pleasantville, 8 15 a.m. and 5 15 p.m.
Newcastle, 8 a.m. and 5 p.m.

Mechanicville, 7 48 a.m. and 4 48 p.m.
Croton Falls, 7 30 a.m. and 4 30 p.m. Freight train at 10 a.m.

Freight train will leave 32d street for Croton Falls and intermediate places, 4 a.m. and City Hall 1 p.m.

Returning, leave Croton Falls 10 a.m. and 9½ p.m.
ON SUNDAYS, the trains will run as follows:

Leave City Hall for Croton Falls, 7 a.m. 4 p.m.
Croton Falls for City Hall, 7 30 a.m., 4 30 p.m.
Leave City Hall for White Plains and intermediate places, 7 and 10 a.m. 4 and 5 30 p.m.

White Plains for City Hall, 7 10 and 8 35 a.m., 12 30 and 5 35 p.m.

Extra trains will be run to Harlem, Fordham and Williams Bridge on Sunday, when the weather is fine.

The trains to and from Croton Falls will not stop on N. York island, except at Broome st. and 32d st.

A car will precede each train 10 minutes to take up passengers in the city.

Fare from New York to Croton Falls and Somers \$1, to Mechanicville 87½c., to Newcastle 75c., to Pleasantville 62½c. to White Plains 50c. 25tf

BOSTON AND MAINE RAILROAD.

Upper Route, to Portland and the East.
Summer Arrangement.

Commencing July 3d, 1848.

Trains leave Boston as follows, viz:

For Portland at 7 A.M. and 2½ P.M.
For Great Falls at 7 a.m., 2½ and 4½ p.m.
For Haverhill at 7 and 11½ a.m., 2½, 4½ and 6 p.m.

For Lawrence at 7, 9, 11½ a.m., 2½, 4½, 6, 7 p.m.
For Reading 7, 9 & 11½ a.m., 2½, 4½, 6, 7, 8½ & 10 p.m.

Trains leave for Boston as follows, viz:
From Portland at 7½ a.m., and 3 p.m.
From Great Falls at 6½ and 9½ a.m., and 4½ p.m.

From Haverhill at 7, 8½ and 11 a.m., 3½ and 6½ p.m.
Lawrence at 6½, 7½, 8½, 11½ a.m., 12½, 3½, 6½ p.m.
Reading at 6, 6½, 7½, 9½, 11½ a.m., 1, 4, 7½, 9, 10 p.m.

MEDFORD BRANCH TRAINS.

From Boston at 6 50, 9½ a.m., 12½, 2½, 5½, 7, 10 p.m.

From Medford at 6 10, 7½, 10½ a.m., 2, 4, 6½, 9½ p.m.

STEAMBOAT TRAINS.

For BANGOR, every Monday, Wednesday and Friday, at 5 p.m.

For HALLOWELL, every Tuesday, Thursday & Saturday, at 7 a.m.

The Depot in Boston is on Haymarket Square.

CHAS. MINOT, Super't.

Boston, July 3d, 1848.

BOSTON AND PROVIDENCE RAILROAD. Summer Arrangement. On and after Monday, April 3, 1848, the

Trains will run as follows:

Steamboat Train—Leaves Boston daily, except Sunday, at 5 o'clock p.m.

Accommodation Trains—Leave Boston at 7 and 11 a.m. and 4 p.m., and Providence at 7½ and 11 a.m. and 4½ p.m.

Pawtucket Train—Leaves Boston at 4 p.m. and Pawtucket at 7, 10 a.m.

Dedham Trains—Leave Boston at 8 a.m., and 12½, 3½, 6½ and 9 p.m. Leave Dedham at 7 and 9½ a.m. and 2½, 5½ and 8 p.m.

Stoughton Trains—Leave Boston at 11½ a.m. and 5½ p.m. Leave Stoughton at 7, 10 a.m. and 3½ p.m.

WM. RAYMOND LEE, Sup't.

BALTIMORE AND SUSQUEHANNA RAILROAD.—Reduction of Fare. Morning and

Afternoon Trains between Baltimore and York.—The Passenger trains run daily, except Sunday, as follows:
Leaves Baltimore at.....9 a.m. and 3½ p.m.
Arrives at.....9 a.m. and 6½ p.m.
Leaves York at.....5 a.m. and 3 p.m.
Arrives at.....12½ p.m. and 8 p.m.
Leaves York for Columbia at...1½ p.m. and 8 a.m.
Leaves Columbia for York at...8 a.m. and 2 p.m.

FARE.
Fare to York.....\$1 50
" Wrightsville.....2 00
" Columbia.....2 12½
Way points in proportion.

PITTSBURG, GETTYSBURG AND HARRISBURG.

Through tickets to Pittsburg via stage to Harrisburg.....\$9
Or via Lancaster by railroad.....10
Through tickets to Harrisburg or Gettysburg...3
In connection with the afternoon train at 3½ o'clock, a horse car is run to Green Spring and Owing's Mill, arriving at the Mills at.....5½ p.m.
Returning, leaves Owing's Mills at.....7 a.m.
D. C. H. BORDLEY, Supt.
Ticket Office, 63 North st.

BALTIMORE AND OHIO RAILROAD.—MAIN STEM. The Train carrying the

Great Western Mail leaves Baltimore every morning at 7½ and Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, connecting daily each way with the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburg. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12½ night from Baltimore and at 6 A. M. and 5½ P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. \$13½

NORWICH AND WORCESTER RAILROAD. Summer Arrangement.—1848.

Accommodation Trains daily, (Sundays excepted.)
Leave Norwich, at 6 a.m., 12 m. and 5 p.m.
Leave Worcester, at 6½ and 10 a.m., and 4½ p.m. connecting with the trains of the Boston and Worcester and Providence and Worcester railroads.

New York & Boston Line. Railroad & Steamers. Leave New York and Boston, daily, Sundays excepted, at 5 p.m.—At New York from pier No. 1 N. River.—At Boston from corner Lincoln and Beach streets, opposite United States Hotel. The steamboat train stops only at Framingham, Worcester, Danielsonville and Norwich.

Freight Trains leave Norwich and Worcester daily, Sundays excepted.—From Worcester at 6½ a.m., from Norwich at 7 a.m.

Fares are less when paid for Tickets than when paid in the Cars. 33 ly

S. H. P. LEE, Jr., Supt.

RAILROAD IRON—2500 TONS HEAVY

H Rail, now landing, and expected shortly to arrive, for sale on most favorable terms by
DAVIS BROOKS & CO.
68 Broad street, New York.

July 19th, 1848

PHILADELPHIA AND READING RAILROAD.—Passenger Train Arrangement for 1848.

A Passenger Train will leave Philadelphia and Pottsville daily, except Sundays, at 9 o'clock A. M.

The Train from Philadelphia arrives at Reading at 12 18 M.

The Train from Pottsville arrives at Reading at 10 43 A. M.

Fares. Miles. No. 1. No. 2.
Between Phila. and Pottsville, 92 \$3 50 and \$3 00
" Reading, 58 2 25 and 1 90
" Pottsville " 34 1 40 and 1 20

Five minutes allowed at Reading; and three at other way stations.
Passenger Depot in Philadelphia corner of Broad and Vine streets. 8½

SOUTH CAROLINA RAILROAD.—A

Passenger Train runs daily from Charleston, on the arrival of the boats from Wilmington, N. C., in connection with trains on the Georgia, and Western and Atlantic Railroads—and by stage lines and steamers connects with the Montgomery and West Point, and the Tusculum Railroad in N. Alabama.

Fare through from Charleston to Montgomery daily.....\$26 50

Fare through from Charleston to Huntsville, Decatur and Tusculum.....22 00

The South Carolina Railroad Co. engage to receive merchandise consigned to their order, and to forward the same to any point on their road; and to the different stations on the Georgia and Western and Atlantic railroad; and to Montgomery, Ala., by the West Point and Montgomery Railroad.
25 JOHN KING, Jr., Agent.

CENTRAL AND MACON AND WESTERN RAILROADS, Ga.—These Roads with the

Western and Atlantic Railroad of the State of Georgia, form a continuous line from Savannah to Oothcaloga, Ga., of 371 miles, viz:

Savannah to Macon—Central Railroad.....190
Macon to Atlanta—Macon and Western.....101
Atlanta to Oothcaloga—Western and Atlantic.....80
Goods will be carried from Savannah to Atlanta and Oothcaloga, at the following rates, viz:

On Weight Goods—Sugar, Coffee, Liquor, Bagging, Rope, Butter, Cheese, Tobacco, Leather, Hides, Cotton Yarns, Copper, Tin, Bar & Sheet Iron, Hollow Ware & Castings.....\$0 50
Flour, Rice, Bacon in Casks or boxes, Pork, Beef, Fish, Lard, Tallow, Beeswax, Mill Gearing, Pig Iron and Grind Stones.....0 50

On Measurement Goods—Boxes of Hats, Bonnets and Furniture, per cubic foot.....0 20
Boxes and Bales of Dry Goods, Saddlery, Glass, Paints, Drugs and Confectionary, per cubic foot.....0 20 pr. 100 lbs. 35
Crocery, per cubic foot.....0 15 " " 35
Molasses and Oil, per hhd., (smaller casks in proportion). 9 00
Ploughs, (large,) Cultivators, Corn Shellers, and Straw Cutters, each.....1 25
Ploughs, (small,) and Wheelbarrows.....0 80
Salt, per Liverpool Sack.....0 70

Passage—Savannah to Atlanta, \$10; Children, under 12 years of age, half price, Savannah to Macon, \$7.

Goods consigned to the subscriber will be forwarded free of Commissions.

Freight may be paid at Savannah, Atlanta or Oothcaloga.

F. WINTER, Forwarding Agent, C. R. R. Savannah, Aug. 15th, 1846. 1y34

NEW YORK ANDERIE RAILROAD LINE.—SUMMER ARRANGEMENT. For passen-

gers, twice each way daily, (except Sunday,) leave New York from the foot of Duane St. at 7 o'clock, A. M., and at 4 o'clock, P. M. by steamboat for Piermont, thence by cars to Ramapo, Monroe, Chester, Goshen, Middletown, Otisville, and the intermediate stations.

The return trains for New York will leave Otisville at 6 30, A. M. and 4 15, P. M.; Middletown at 7 A. M. and 4 40, P. M.; Goshen at 7 22, A. M. and 5 3, P. M.; Chester at 7 35, A. M. and 5 18, P. M.

Fare between New York and Otisville, \$1 50; way-fare in proportion.

For Milk—Leave Otisville at 5½ o'clock, morning and evening.

For Freight—The barges "Samuel Marsh and "Henry Suydam, Jr." will leave New York (from the foot of Duane St.) at 5 o'clock, P. M. daily (except Sundays.)

No freight will be received in New York after 5 o'clock, P. M.

Freight for New York will be taken by the trains leaving Otisville at 10½ o'clock, A. M.; Middletown at 11½, A. M.; Goshen at 12½, P. M.; Chester at 1 o'clock, P. M., etc., etc.

For farther particulars, apply to J. F. CLARKSON, Agent, corner of Duane and West Sts., New York, or to S. S. POST, Superintendent Transportation, Piermont.

24½ H. C. SEYMOUR, Supt.

LITTLE MIAMI RAILROAD COMPANY.—Fall and Winter Arrangement, 1847. On and

after Monday, September 30th, until further notice, a Passenger train will run as follows:

Leave Cincinnati daily at 9 A. M., for Milford, Foster's Crossing, Deerfield, Morrow, Fort Ancient, Freeport, Wayneville, Spring Valley, Xenia, Yellow Springs, and Springfield. Returning, will leave Springfield at 4½ a.m. Upward train arrives at Cincinnati at 2½ p.m. Downward train arrives at Cincinnati at 10½ a.m.

Freight trains will run each way daily.

Messrs. Neil, Moore & Co. are running the following stage lines in connection with the road:

A daily line from Xenia to Columbus and Wheeling, carrying the great Eastern mail.

Daily lines from Springfield to Columbus, Zanesville and Wheeling. Also to Urbana and Bellefontaine.

A line of Hacks runs daily in connection with the train between Deerfield and Lebanon.

Passengers leaving for New York and Boston, arrive at Sandusky city via Urbana, Bellefontaine & the Mad River and Lake Erie railroad, in 27 hours, including several hours' sleep at Bellefontaine. To the same point via Columbus, Delaware, Mansfield and the Mansfield and Sandusky city railroad, is 33 hours. Distance from Cincinnati to Springfield by railroad.....84 miles.

From Springfield to Bellefontaine by stage, over a good Summer road.....32 "

From Bellefontaine to Sandusky city by railroad.....102 "

FARE—From Cincinnati to Lebanon.....\$1 00
" " " Xenia.....1 50
" " " Springfield.....2 00
" " " Columbus.....4 00
" " " Sandusky city.....7 00

The Passenger trains run in connection with Strader & Gorman's line of Mail Packets to Louisville.

Tickets can be procured at the Broadway Hotel, Dennison House, or at the Depot of the Company on East Front street.

Further information and through tickets for the Stage lines, may be procured at P. Campbell, Agent on Front street, near Broadway.

The company will not be responsible for baggage beyond 50 dollars in value, unless the same is returned to the conductor or agent, and freight paid at of a passage for every \$500 in value over that amount.

W. H. CLEMENT, Supt. 47½

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved Spark-Arrester recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger & freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits

R. L. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburg and Jackson Railroad, Vicksburg, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sarns, Sup't Elizabeth town and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

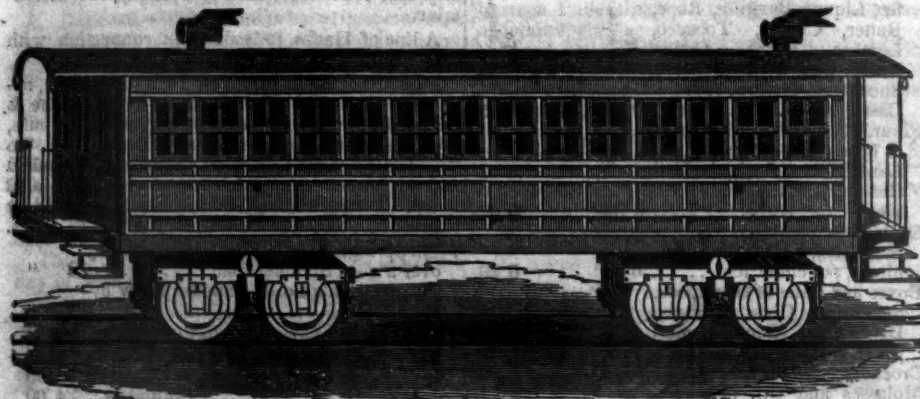
Orders for these Chimneys and Arresters, addressed to the subscribers, care Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

•• The letters in the figures refer to the article given in the Journal of June, 1844.

ja45

DAVENPORT & BRIDGES' CAR WORKS, CAMBRIDGEPORT, MASS.



Manufacture to Order, Passenger and Freight Cars of every description, and of the most improved pattern; also furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices.

All orders punctually executed and forwarded to any part of the country.

Our Works are within fifteen minutes ride from State street, Boston—Omnibuses pass every fifteen minutes.

THE SUBSCRIBER IS PREPARED TO execute at the Trenton Iron Works, orders for Railroad Iron of any required pattern, and warranted equal in every respect in point of quality to the best American or imported Rails. Also on hand and made to order, Bar Iron, Braziers' and Wire Rods, etc., etc. PETER COOPER, 1710 17 Burling Slip, New York.

RAILROAD IRON, PIG IRON, ETC.

600 Tons of T Rail 60 lbs. per yard.
25 Tons of 2½ by 1 Flat Bars.
25 Tons of 2½ by 9-16 Flat Bars.
100 Tons No. 1 Gartshrorie.
100 Tons Welsh Forge Pigs.
For Sale by A. & G. RALSTON & CO.
No. 4 So. Front St., Philadelphia

DEAN, PACKARD & MILLS, MANUFACTURERS OF ALL KINDS OF RAILROAD CARS,

SUCH AS PASSENGER, FREIGHT AND CRANK CARS, — ALSO — SNOW PLOUGHS AND ENGINE TENDERS OF VARIOUS KINDS. CAR WHEELS and AXLES fitted and furnished at short notice; also, STEEL SPRINGS of various kinds; and SHAFTING FOR FACTORIES.

The above may be had at order at our Car Factory, REUEL DEAN, ELIJAH PACKARD, ISAAC MILLS, } SPRINGFIELD, MASS. 1y48

LAP-WELDED WROUGHT IRON TUBES for Tubular Boilers, from 14 to 15 inches diameter, and any length not exceeding 17 feet—manufactured by the Caledonian Tube Company, Glasgow, and for sale by

IRVING VAN WART, 12 Platt street, New York. JOB CUTLER, Patentee.

These Tubes are extensively used by the British Government, and by the principal Engineers and Steam Marine and Railway Companies in the Kingdom. 2814



ENGINEERS' AND SURVEYERS' INSTRUMENTS MADE BY EDMUND DRAPER, Surviving partner of STANCLIFFE & DRAPER. No 23 Pear street, below Walnut, 1y10 near Third Philadelphia.

AMERICAN RAILROAD JOURNAL. OFFICE AT THE FRANKLIN HOUSE, 105 Chestnut Street, PHILADELPHIA, PA.

This is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

TERMS.—Five Dollars a year, in advance.

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LETTERS and COMMUNICATIONS for this Journal may be directed to the Editor, D. K. MINOR.